

SEP 25 1918

"Shall We Sit at the Peace Table?"

SEPT 21st
1918

By RICHARD WASHBURN CHILD

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Leslie's

Illustrated Weekly Newspaper

NOTICE TO READER
When you finish reading this magazine place a one-cent stamp on this notice, mail the magazine, and it will be placed in the hands of our soldiers or sailors destined to proceed overseas.
NO WRAPPING—NO ADDRESS



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Drawn by Chas. Seara

Kamerad

One of the simplest of the Huns' treacherous murder traps. In towns from which the Hun has been driven all manner of devilish contrivances have been found such as gas-filled bulbs and loaves of bread loaded with bombs.

Edition Over 500,000 a Week



I Am Public Opinion!

ALL men fear me! I declare that Uncle Sam shall not go to his knees to beg you to buy his bonds. That is no position for a fighting man. But if you have the money to buy and do not buy, I will make this No Man's Land for you!

I will judge you not by an allegiance expressed in mere words.

I will judge you not by your mad cheers as our boys march away to whatever fate may have in store for them.

I will judge you not by the warmth of the tears you shed over the lists of the dead and the injured that come to us from time to time.

I will judge you not by your uncovered head and solemn mien as our maimed in battle return to our shores for loving care.

But, as wise as I am just, I will judge you by the material aid you give to the fighting men who are facing death that you may live and move and have your being in a world made safe.

I warn you—don't talk patriotism over here unless your money is talking victory Over There.

I am public opinion! As I judge, all men stand or fall!

Buy U. S. Gov't Bonds Fourth Liberty Loan

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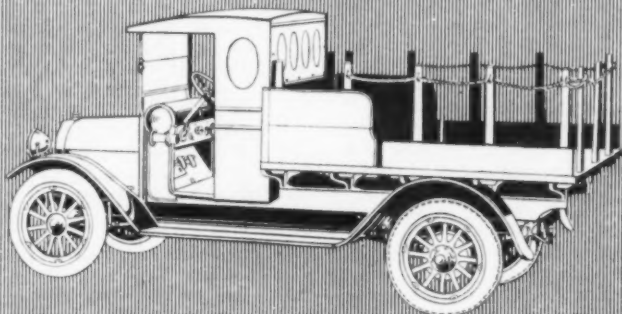


United States Govt. Comm. on Public Information

This space contributed for the Winning of the War by

The Publishers of LESLIE'S WEEKLY

REO



Standard "Stake" body Reo "Speed Wagon." One type that is adaptable to many uses particularly custom trucking and general delivery work.

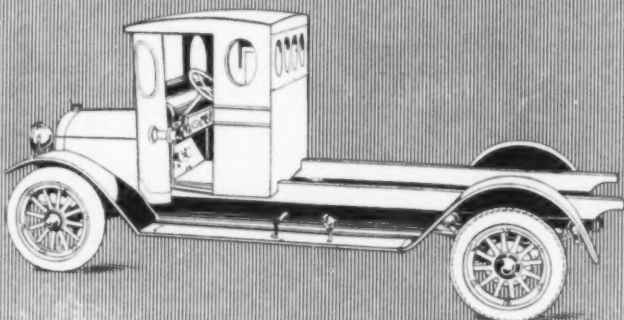


Illustration shows Reo "Speed Wagon" chassis with driver's cab and sills ready to receive any special type of body you may require for your particular service. Your local body builder can either work over your old wagon body, or build a new one to your specifications.

Your Reo distributor will gladly furnish blue prints, dimensions and many helpful suggestions.

This Reo "Speed Wagon" Is Typically American

STANDARDIZATION is going to win the war.

IN OTHER WORDS the American method of making quantities of Aeroplanes, Ships and Guns, Trucks, Tractors and Tanks—enough to snow the Huns under—is going to give the Allies supremacy.

THE GREAT DISTRIBUTION of wealth in this country—the great per capita demand—made standardization methods possible.

IN EUROPE THEY HAVE ALWAYS designed an article to fit the needs of each individual customer—and a different one for the next.

THE COST BY THAT METHOD was prohibitive to all but the few—hence the output was small and standardization—interchangeability—impossible.

THIS REO "SPEED WAGON" is a typically American product in every sense of the word. It is one of the best examples of the application of that principle.

EVERY PART IS ABSOLUTELY interchangeable and any one of hundreds of Reo dealers can furnish you replacement parts instantly, from stock.

THE STANDARD TYPES of bodies have been developed after much study and they are adaptable to hundreds of lines of business.

THEN THE CHASSIS, equipped with driver's cab and sills (as shown) is further adaptable to innumerable types of special bodies for special uses.

THE VERSATILITY—the range of usefulness—the adaptability—of this Reo "Speed Wagon" to different conditions of roads and loads—is almost limitless.

THIS REO WAS THE PIONEER in pneumatic tired trucks—it is still the leader.

STANDARD IN ITS PRESENT FORM for several years, its quality has been proven beyond a doubt.

ITS GREAT SUPERIORITY lies in its Low Upkeep and operation cost.

NOR IS THAT A MERE CLAIM—a statement. The proofs are available and in such volume as will astound you.

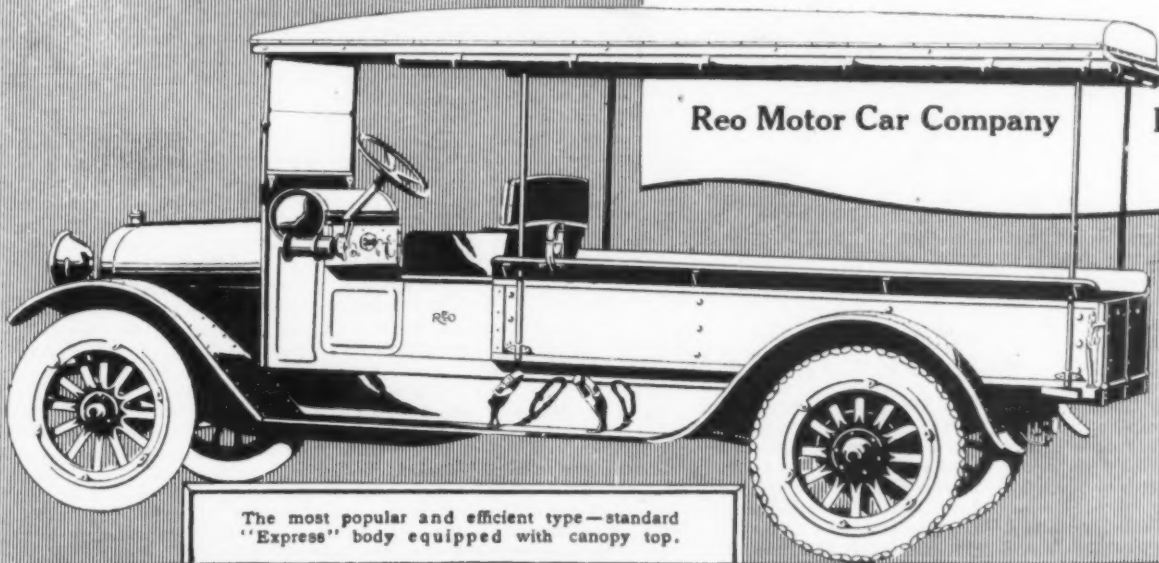
JUST ASK YOUR REO DEALER to show you comparative figures of costs of operation and upkeep of this Reo—in your own line of work—and in direct competition with trucks of other makes.

DON'T DELAY. DEMAND always in excess of possible output of Reos, is now more so than ever.

BESIDES DEMAND IS INCREASING while output is going the other way.

SO THE ONLY WAY to obtain a Reo "Speed Wagon"—to be at all sure of an early delivery—and to get it at the present price, is—order at once.

TODAY won't be a minute too soon.



Reo Motor Car Company

Lansing, Michigan

"THE GOLD
STANDARD
OF-VALUES"

The most popular and efficient type—standard "Express" body equipped with canopy top.

Leslie's

Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY
NEWSPAPER IN THE UNITED STATES

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CXXVII SATURDAY, SEPTEMBER 21, 1918 No. 3289

"Stand by the Flag: In God We Trust"

Our Present Task

By EX-PRESIDENT TAFT

OUR present task is to help the present administration organize the potential force of this country into a knockout blow to William of Hohenzollern and his compliant German people. Much has been done by the administration, and well done. We should not minimize in any degree the credit due to it for our conscription law. It could not have passed but for the efforts of the President and the Republican minority. Its execution, under the able, directing hand of the judge advocate and provost marshal general has been admirable.

Danger Ahead!

IF we are to win this war, we must provide the money with which to do it. The war may last longer than we expect. It would be the height of folly to believe that war taxes are only to be imposed this year. Whether the war lasts or not, heavy taxes on a war basis must be exacted for years to come.

There is grave danger, therefore, of making war taxes so heavy this year as to drive business to the wall, and reduce sources of income hereafter. Secretary McAdoo was right when he told the House Ways and Means Committee in reference to an excess profits tax that it "exempts capital and burdens brains, ability and energy."

It is not necessary that we should fight this war and pay for it at the same time. We did not do this during the war between the States. Great Britain and France are not doing it now. To pile taxes on business until its back is broken is to leave the country destitute of business and to make the people weary of the war.

This is no time to invite business depression or a panic, and that is precisely what the absurd, unbalanced, unscientific and inequitable war revenue bill passed by the House is calculated to do. Nothing could give more aid and comfort to our enemies than the passage of such a preposterous measure. It strikes at the root of our prosperity. It reads as if it were "made in Germany."

Senator Simmons, Chairman of the Senate Finance Committee, long ago warned Congress to move slowly in piling the burden of war taxes too heavily upon business men. It is safe to say that his committee will do what it did before with the House war revenue bill and that it change it completely and make it at least half-way fair and workable.

The country will agree with Senator Smoot that \$8,000,000,000 is too much to raise at this time. He says this is figured at one-third of our annual war expenditure of \$24,000,000,000, but he points out that \$6,000,000,000 of this appalling amount is made up of loans to the Allies. On the one-third basis, \$6,000,000,000, therefore, is sufficient. Even then, he adds, "we are appropriating more money than we can spend. Last year we appropriated \$19,000,000,000 and spent less than \$8,000,000,000." He says, "We can't spend \$18,000,000,000, because we cannot produce or get that much war material and services in a year. Thus we are curbing industry by taxation, the proceeds of which we can't put back into production."

Senator Smoot is a business man of wide experience. His opposition to the House war revenue bill is based on clean-cut grounds, namely, that it is unscientific; that it provides \$2,000,000,000 more than is necessary;

that the excess profits provision is unjustifiable and that it is a political bill, designed to get the money from the smallest possible number of voters, that at least \$1,000,000,000 should be raised by a consumption tax of one per cent. on every sale of merchandise of a dollar or more.

It will be recalled that it took the Ways and Means Committee seven months last year to draft a war revenue bill. It proved to be so inequitable and complicated that the job had to be done all over again this year. It is not surprising that another mess has been made of it.

Fair Notice to Germany

IT was not Germany's courage nor even its audacity that inspired it to believe that it could whip the world. The inspiration came from its extraordinary self-esteem and the egotism of its military leaders.

With the entrance of the United States into the war and with the centralization of military authority by the Allies in General Foch, Germany's defeat first was made possible and then was made certain.

Like the coward it is, Germany now wants peace. There is no concealment of its purpose. Its overtures and intrigues for peace by negotiation are visible in many quarters. Some of them have been reaching through the representatives of Bulgaria and Turkey, to administration circles at Washington.

It was high time, therefore, for the American people to make clear the terms of peace and the only terms which will be acceptable to the United States. In the absence of an announcement from higher authorities, Senator Lodge, the Republican leader of the Senate and a warm supporter of the President's war policies, calmly and judiciously stated the only terms of peace, which, so far as his party is concerned, will be acceptable. This gave public notice to the intrigues of Germany that the minority of the Senate will not approve of any peace treaty that does not bring Germany to her knees.

Senator Lodge's address came at the opportune time. It has exerted a powerful influence both in this country and abroad. Germany must fight or surrender and the only surrender that will be accepted, so far as this country is concerned, will be that which General Grant demanded at the close of the war between the States, namely, "unconditional surrender."

When Germany does this, and disarms, it will be in position to ask for merciful consideration, but it must first learn mercy can be extended only to the merciful.

Our idealistic friend, Mr. Norman Hapgood, enters his protest against Senator Lodge's statement that "no peace that satisfies Germany in any degree can ever satisfy us." Mr. Hapgood says in reference to this statement that the danger is that "the note of the Lodges and Reventlows will prevail at the settlement, as it has prevailed in other European settlements where the same jargon was talked, the same revenge and hate trotted out to make the future safe."

If anybody is responsible for the revenge and hate trotted out in this war it is Germany, and when Senator Lodge laid down his peace platform he won the commendation of a great majority not only of the American people but also, as we infer from the comments of French and British newspapers, of the Allies abroad.

The American people approve Senator Lodge's peace demands no matter whether they emanate from a spirit of revenge and hate or otherwise. It is well to bear in mind exactly what Senator Lodge proposes. Here it is: "Complete restoration of Belgium; unconditional return of Alsace-Lorraine to France, and Italia Irredenta to Italy; independence for Serbia, Roumania, Poland and the Slavs; freedom of Russia from German domination; Constantinople to be a free port, and Palestine released from Turkish misrule."

And before the war is over, we will all feel some of the feeling of revenge and hate that Germany's defiance of every code of morals and honor has invited. In the words of the London *Spectator*, "You asked for war and you shall have it. You shall have it till you are so exhausted that you are no longer physically able to wage war. You shall have it till you are so sick of the name of war that you will never want to hear it mentioned again."

Amen and Amen!

The Plain Truth

NEW YORK! After an unusually interesting and exciting primary, Governor Whitman of New York has been renominated for a third term. The vote was not as large as had been anticipated, and its smallness bears evidence to the unpopularity of our direct primary law. The law's repeal in time seems to be one of the certainties of the future when legislators may have the courage of their convictions. It is gratifying to observe that Attorney-General Lewis, the Governor's competitor at the primaries, hastened, after the result had been

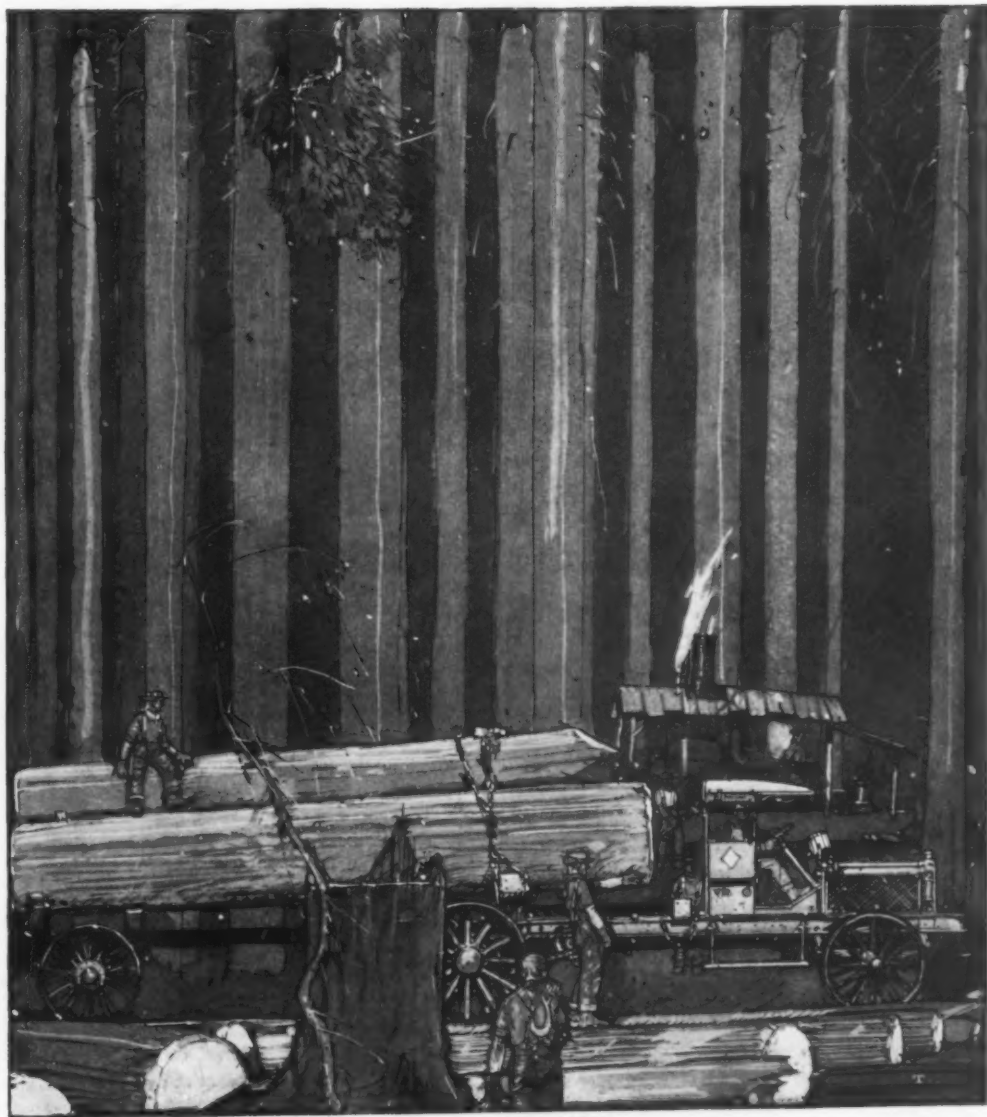
announced, as did Colonel Roosevelt, to tender unequalled support to Mr. Whitman. Now the issue before the people of the State is whether they prefer to re-elect Governor Whitman on a record clean, patriotic and public-spirited, or Al Smith, a candidate who is as much a pet of Tammany Hall as the late lamented Bill Sulzer was. In due season we hope to establish this fact.

PATRIOTIC! We agree with Chairman A. C. Bedford, of the National Petroleum War Service Committee, that the voluntary suspension of pleasure riding on the first of the restricted Sundays, in order to save gasoline, "furnishes striking evidence of the unswerving and unflinching popular support of any war measure initiated at Washington." From 100,000 to 150,000 barrels of gasoline were saved by the cessation of unnecessary motor traffic on Sunday in the States east of the Mississippi. The more westerly States, like Illinois, Ohio and Wisconsin led in the percentage of reduction. A still greater saving will follow as the people more thoroughly comprehend the purpose and the necessity of the restrictive action which the department has initiated. The people of this country are in to win this war and will hesitate at no sacrifice, great or small, to prove the sincerity of their purpose. But why did Mr. Requa confine his gasoline conservation on Sundays to the States east of the Mississippi?

OUTRAGE! We agree with our hide-bound Democratic contemporary, the New York *World*, that "whoever was responsible for the wholesale round-up of so-called draft-slackers in New York on a recent date operated absolutely in defiance of the spirit of American law." It seems that the Department of Justice desired to find out how many delinquents had failed to report under the first conscription act, so without warrant 50,000 men were stopped on the streets of New York by agents of the Department of Justice, bundled into trucks amid the hoots of the crowd, and held for hours in barracks and armories until they could produce their draft cards. It turned out that less than 3 per cent. of this 50,000 were slackers. If notice had been given of the proposed draft raid so that those who had lost or misplaced their cards during the past few months could have replaced them, no complaint would have been heard. Somebody is responsible for a gross injustice, and an investigation by Congress is in order. As the *World* says, "In war or in peace, the arrest and incarceration of 50,000 men in order to apprehend 500 offenders is a shameful use of power."

HOW LONG! A reader in West Virginia wrote us as follows under date of Monday, September 2nd, Labor Day: "By prohibiting the use of automobiles yesterday, it is estimated that 8,000,000 gallons of gasoline were saved. Today all the mines in this section are closed down while Labor Day is being celebrated, and we presume that the same condition prevails everywhere, entailing a loss of millions, and the country needs coal. What's the use? Let the people think!" It is obvious that if we are to win this war, it must be won by joint effort. There must be no profiteering by capital or by labor. Senator Cummins of Iowa crystallizes the situation in a letter to us in which he says: "In this crisis, the Government ought to undertake to settle all disputes between employers and employees. There ought to be no strikes, and both employers and employees must accept the decision of the Government. Every passing day we see more clearly that to win the war as it should be won will require that every able-bodied man shall do something to help." It is pertinent to ask how long are the fathers and mothers of the men in the trenches and on the battleships going to stand for the folly of strikers at home?

COMMON SENSE! If a concern pays a fortune to produce a popular product and another fortune to advertise it so as to give it a nation-wide popularity, it would seem to be only just and fair to the manufacturer that he should be rewarded for his diligence. He is not rewarded when after he has secured a reputation for his product at a fixed price, its reputation and its price are both sacrificed to the selfish purposes of price-cutters, seeking trade by cutting prices on standardized articles and marking up prices of other goods to the customers they have thus inveigled. The decision of Vice-Chancellor Lane of New Jersey that a manufacturer can fix a price to which retail dealers and others must adhere is in the line of common-sense and equity, and ought to be good law. The Vice-Chancellor held that the trade name of the Ingersoll Watch was a thing of value entitled to protection and that the maker had a right, without offense to public policy or the Sherman or Clayton acts, to forbid the resale of his products at less than standard price without removing the manufacturer's mark and guarantee. This decision rests upon such a basis of justice that we believe it must be sustained by the highest court.



Speeding up Spruce production for the "Eyes" of the Army

WHITE TRUCKS

USERS of White Trucks are finding out in these days what it means to have *reserve* performance so tenaciously embodied in a truck that it can be drawn upon indefinitely without impairment.

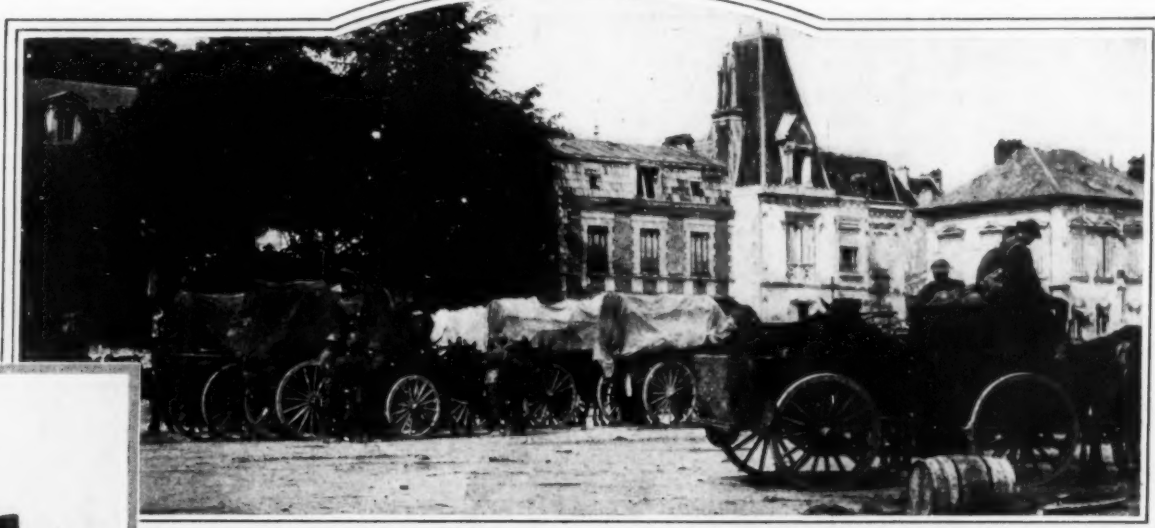
White Trucks have the stamina

THE WHITE COMPANY
CLEVELAND

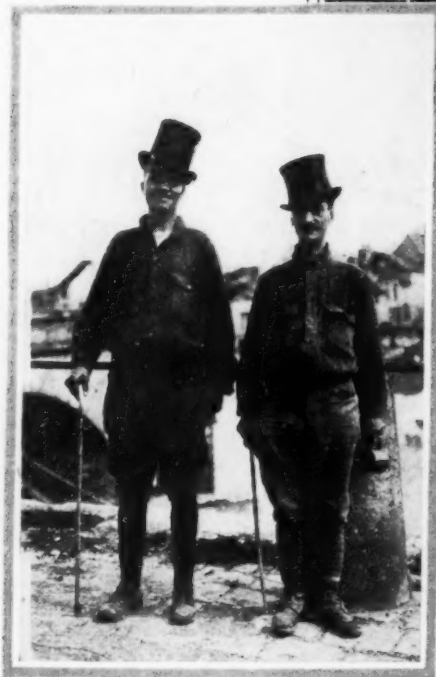
Pushing Back *the* Germans

Photographs by LUCIAN S. KIRTLAND, Staff Correspondent

The American army has shouldered its full responsibilities on the west front, and by its heroic work won its place beside the French and British. Week by week it will grow in power and accomplishment.



The United States troops occupy Chateau-Thierry. Wagons of a fighting division which fought back the Germans after American methods and under American leaders, and, in King George's words, put "pep" into the Allies.



After their first hot meal in four days these doughboys have been relieved from following the enemy and have given a ruined village the once over, to see what the boche had left.



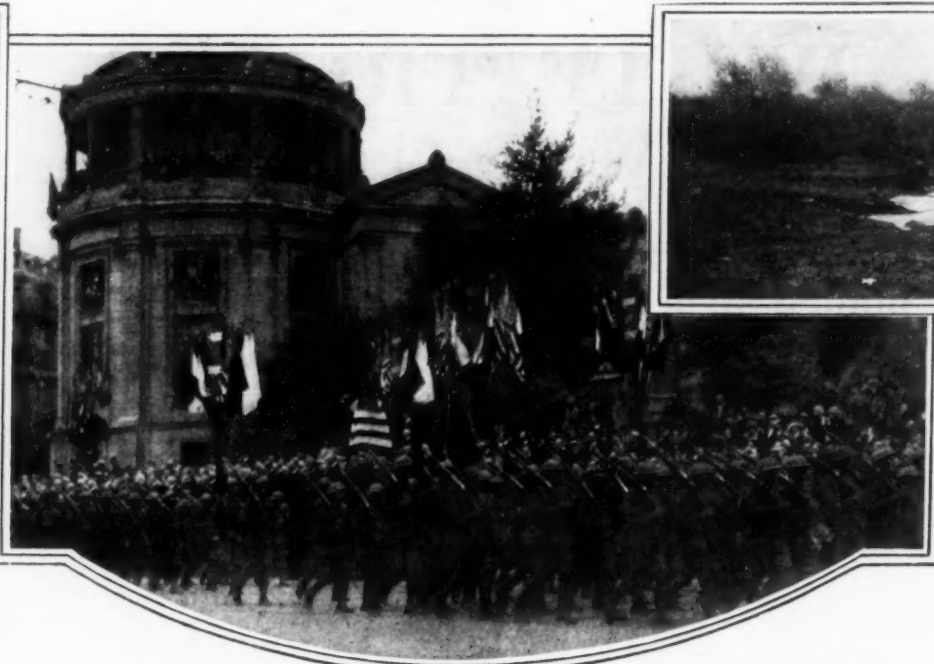
Headquarters of an American division which pushed its line forward thirteen miles in eight days



The first chance at a general clean-up after four days of fighting through the woods. Many a hothouse-grown American has discovered how clean one can get with a tin hat full of water.



Because attention is centered on the Aisne and Picardy fronts, don't forget that we are holding long miles of trenches facing the Rhine in the south.



American veterans back from the trenches parade in Paris. France has seen soldiers of many nations march through her streets, but only her own troops have been received with greater enthusiasm.



The systems of signaling between airplanes and those on the ground are many and complicated, but the simple arrangement of various pieces of white cloth on a cleared space is the ordinary way of giving certain messages to the men who are flying high overhead.

Hun Prisoners and Hun Graves

Drawn at the Front by C. LE ROY BALDRIDGE, Staff Artist



This one keeps in physical trim by lumber work under a French boss in a forest where once the kings of France took their early morning walks.



And now this one is back at the job he had at home in Germany, baking bread. He says it's far more "gemütlich" than the dirty trenches full of water.



The Huns didn't intend this for a cemetery; the French artillery made it one. For miles here the German trench lines are wiped out—earth, barbed wire, tree trunks, trench timbers and men all churned into one indistinguishable chaos. Pioneers are burying such bodies as lie exposed. The battle-line has just moved on and already a camouflage net has been stretched along the road on the horizon to cover movements.



A "feld-weibel" who still has his command but under a French commandant. Above are types of the prisoners our men are taking daily on the west front. Many are extremely young and underfed.



No Man's Land. As yet the victorious troops have had only time to toss some earth over their fallen foe, using the hole the shrapnel made, and to mount his helmet on a stick to mark the spot. Beside the grave unused hand grenades lie in position ready for the hand that will never hurl them into advancing lines of Americans. Today rifles, helmets, trench canes, caps, etc., are used as grave markers in the trenches.

Shall We Sit at the Peace Table?

By RICHARD WASHBURN CHILD

OUR national thoughtlessness in international subjects is beginning to attract our own attention. An example of this thoughtlessness is the blind expectation that, when we have assisted in beating Germany to her knees, we shall sit, as a matter of course, at the peace table.

That there might be great disadvantages in sitting there and great advantages in staying away I endeavored to point out at a conference in June, and inadvertently the suggestion and the repetition of it by others was given wide publication as a proposal both new and sensational. To mention this fact is necessary because this publication and the comments it called forth tended to show that America and America's leaders may take a course of action for granted and, apparently, have no definite answer at hand when the course of action is questioned.

The common first thought is that America, because of her glorious, though belated, participation in the war, will have the right, the honor, and the duty of attending the peace convention; only second thought raises the possibility that there may be excellent and conclusive reasons in favor of staying away. Indeed, to maintain our rights without loss, our honor without stain, and to perform our duty in full measure, it may be necessary for us to cast aside our first sentimental desire.

With two exceptions no definite reasons for attending the peace convention have appeared in answer to the suggestion that we stay away. One of these came from a prominent banker, who urged that we must go to obtain our final title to the property now administered by our Alien Property custodian. He overlooked, of course, the important fact that, by all the rules of international law and custom, the private property of enemies is taken in war on land only for military purposes or to be held in trusteeship for its owners. The other suggestion came from a leading independent-Democratic newspaper, which urged that we must go to the peace table "to protect the rights of the smaller nations." It did not state that such protection, if worth anything but words, in the first place involves our obligation to provide force in Europe or Asia, and, in the second place, forever stops our mouth from objecting to interference on the American continents if the "moral obligation" of a European nation—Germany, for instance—inspires her "to protect the smaller nations" on our own hemisphere.

If we go to the peace table to sit with the victors we ought not to go merely because it "appears to be the thing to do." Our people ought to think out the questions involved—to the bottom. Our future may depend upon our conscientious shrewdness, and who will want to see us gallop to the peace table in the spirit of sheep?

The fact that nearly one hundred out of one hundred of us have taken it for granted that we are to be on hand is no more a guarantee that we are right than it is a proof that we are wrong. It is quite possible that we may be wrong in our easy assumption, wrong in not thinking now about this, perhaps the most momentous decision a democracy will ever place before its people, wrong in not demanding from our leaders of both political parties reasons for going to the peace table or for staying away, based upon estimates of all the possible moral and material gains, losses and hazards, which are true reasons and not merely engaging phrases.

The right to know these reasons belongs now by the virtue of democracy to every man and woman in America. Especially the right belongs to every man who fights overseas, because war aims, no matter how determined they may be, are not to be separated logically from

EDITOR'S NOTE—Last week Mr. Child wrote on "Making the World Safe for Truth." This week he points out a policy which at first thought will strike many readers as most radical and yet its reading will stimulate thought.

peace plans. Otherwise no one would know for what we are fighting. At present certain reasons why we will avoid disadvantages, moral and material, and will gain advantages, moral and material, by staying away from

If after we have made a material contribution limited to the winning of the war, we determine that we ought not make any additional contribution, then we must watch out for a grave danger. The grave danger lies in the fact that the things which we would contribute at the peace table in the way of "moral contributions," at first will appear to be only the giving of advice, but may afterward involve us in every manner of entanglement and in obligations to give material contributions of unforeseen and limitless extent—for instance, the responsibility for carrying out our advice in European politics, using for the purposes of our resources and the blood of our future generations.

Against these entanglements, whether they may be the result of our greed, or the result of a passion to codify and oversee the morals of distant neighbors, Washington gave us warning. His view may be reactionary now, but the day has come not for us to reject our old policies in haste, but for us to weigh them over and over.

World politics are fascinating and doubly fascinating to the statesman who plays with them to introduce new and better morals to the world. It is true, however, that the best way to teach morals to neighbors is by one's own conduct. The second best way is by preaching. The worst way of all is by trading and negotiation where moral principles are set up in others by the blackmail of the money-lender-evangelists or the spoken or unspoken menace of superior power—commercial or military.

Tested by these principles, our approach to the peace table suggests at once that not only do we wish to impose our own brand of morality on other nations, but also that by coming to a place of negotiation, trade and barter, we intend to use the methods of negotiation, trade and barter, in order to have our way.

This will not be a popular rôle. Even moral preaching, in contrast or in addition to moral conduct, may become unpopular, not only among our enemies, but also among our friends. The world does not like to have a patronizing hand upon its head.

But if to preaching is added barter or subtle blackmail, then the method of teaching morals would become an immorality in itself, and there would be no distinction between the desires of enemies or allies to make us pay materially for whatever "moral obligations" we impose upon them.

Whether or not their suspicions of our purposes are well founded, they would ask us to do one or more of these things:

1. Pay for our appearance in the rôle of moral preceptor.
2. Guarantee by money or arms the proper conduct of our moral plans—as, for instance, our suggestion that the Balkan States form a federation.
3. Concede the right of other nations to lay down moral codes for us—for instance, in our relations with Mexico—with the same freedom that we have laid down our moral codes for others than ourselves.

It is said that our allies have "adopted already our moral principles." Very well, then we can trust them to set them up at the peace table. Unless we are hypocrites when we say we seek no gain from entering the war, we can only exercise our right to sit at the peace table, as far as negotiation of material advantages is concerned, by resisting exactions which may be made of us. As far as our moral influence is affected, to go to the peace table may be to throw away the greatest moral opportunity a victorious nation ever had to do three truly great things:

Continued on page 388



Here the Great War began and here it will end. The Imperial Palace at Berlin where the peace terms of the Allies will be dictated to Germany. It is very, very doubtful if the Hohenzollern will be acting as host.

the peace table may appeal to Americans strongly enough for them to require the other side to state its case in detail.

What would be the advantages of going to the peace conference? We would not wish to go for material gain. First, for America, there will be no "swag" available. We would want no territory unless we are ready to take up an extensive imperialism. Secondly, the payment of our loans and of just and legal claims would be no better guaranteed to us because to a first promise a second was added. Beyond these existent promises honor forbids us to speak of getting anything as a result of our participation in the war. We cannot give the lie to our statements of high and unselfish purposes in entering the combat. We could not countenance a reversal of our pledged stand against indemnities and annexations. It is unthinkable that we would go in for a principle and come out bearing away something, no matter how small, sticking to our fingers.

The most convincing expression of our determination to fight until Germany is beaten to submission and for a moral issue only, and the most effective burial of any suspicions other nations may have, would come at the moment when we declared that we wanted no chairs at the peace table reserved for us.

There is, however, our contribution to the "construction of the new world" which we may want to take to the conference of peace. Our contribution must be either material or it must be a moral contribution.

A material contribution, if it is in fact a contribution and not a mere investment for profit, cloaked under hypocrisy, will mean a further draft upon the resources of the American people. It will be taken by the powers of the Federal Government for delivery abroad. The American people may wish to weigh conscientiously the question as to whether or not their part taken in the war has not involved a sufficient contribution as a nation, and whether or not, for the time, further contributions to the relief of foreign countries should not be left to the voluntary action of our individual citizens rather than made by official pledges in the name of our Government.

A Week of the War

By HENRY FARRAND GRIFFIN

THE victorious advance of the Allied armies has now reached its critical stage. Events of the next couple of weeks ought to determine whether the enemy will be able to end this year's campaign approximately on his present line of defense, or whether he will be forced into a general retirement to or across the Franco-Belgian frontier. He has already been driven back at almost all points to the line between Rheims and the North Sea, which was here suggested two weeks ago as his probable choice for a definite stand. It is difficult to say how much of this retirement has been forced and how much is a more or less voluntary shortening and straightening of the German front. But of one thing we may rest assured. There was nothing premeditated or voluntary in the enemy's loss of the Drocourt-Queant switch line before Arras. This position with the correlated bases of Douai and Cambrai was the central pivot of the entire front between Rheims and the North Sea, to which the enemy was retiring. Perhaps nothing that has thus far happened in this year's campaign so clearly bespeaks German demoralization and disorganization as the failure of the enemy's counter-attacks before Arras. For here was a position that it was all-important to hold—and the enemy could not hold it. At this writing it is not possible to measure the full effect of the gains scored by British and Colonial troops before Arras. They have badly damaged the pivot of the famous Hindenburg line, but they have not yet wholly destroyed it, nor is the Hindenburg line yet completely outflanked. If the British reach Douai and Cambrai, then it is hard to see how the Germans can avoid a general retreat all along the front from Rheims to the sea.

Allied Gains Exceed All Expectation

It is hard for us to realize the full extent of recent Allied victories, so rapidly has one succeeded another, and so completely has the tide of battle turned in our favor. Only a few months ago Paris and the Channel ports were in grave danger, and the very existence of the British and French armies, as a united fighting force, was threatened. Lloyd George spoke a true word when he said that in those dark days the men who knew the most about the real situation were the men who were most anxious. Things were worse than we were allowed to know. And today we are wondering, not where the enemy's advance will be staged, but how far back he will have to go. His Marne salient has been completely smashed in, and he is already retreating from the line of the River Vesle either to the Aisne or to Chemin des Dames. His Picardy salient is practically eliminated, and the Hindenburg line from which he started in March is now very seriously threatened. His Flanders salient has been flattened out and the Mt. Kemmel heights, won at such terrible cost, have been wrested away from him. Now, after all these losses the enemy is in a critical situation where further progress of the Allied armies may force him into a general retreat, entailing the loss of the Belgian coast and the valuable coal fields of northern France, to say nothing of the blow to his pride and prestige such a defeat would involve. Moreover, a general retreat on such a broad front could not possibly be conducted without heavy losses in men and materials, and might conceivably lead to complete collapse and disaster.

Big Possibilities Ahead

There are great possibilities ahead, but we shall be ill-advised indeed if we either expect too much of the Allied armies or underestimate the German powers of recuperation and reorganization. It cannot be too often reiterated that Germany is still a dangerous and resourceful enemy, and the German army still a formidable fighting force. Since the middle of July the Germans



The Mexican section of the town of Nogales, one-half of which is in Arizona, the scene of disturbances between American and Mexican troops on August 27 and 28, resulting in the death of three American soldiers and the wounding of twenty-eight. Thirteen killed and fifteen wounded were the Mexican casualties.

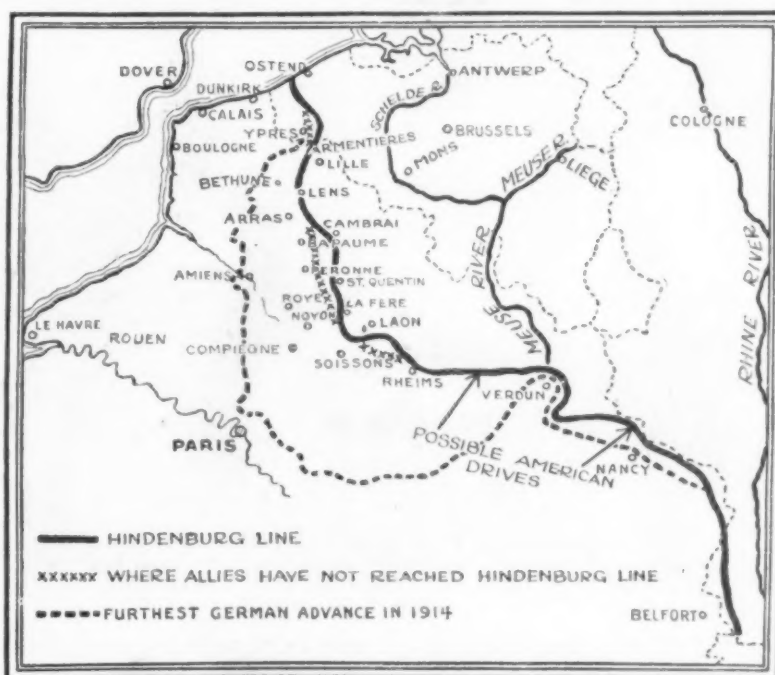
have suffered a series of disheartening defeats. It is possible, though not probable, that they will be driven across the Franco-Belgian frontier this autumn. There are even greater possibilities which we will discuss later in this article. But remember that these are possibilities only, and that we have every reason to be grateful for what the American and Allied armies have already accomplished. If they did not gain another foot of ground this year they would already have done more than the most optimistic could have reasonably hoped a couple of months ago. It is only fair to the men who are fighting for us to bear these facts in mind when we proceed to the consideration of possible future developments this autumn and next spring.

Let us now assume that the Allies will be able so to continue their present pressure and progress that the Germans cannot hold the Hindenburg line, and are forced into a general retirement from Rheims, or perhaps even Verdun, to the North Sea. What then? How far will they have to go back? The accompanying map

shows three main lines of possible German defense behind the present front. There are many other possible lines intervening, but these three are, perhaps, the strongest natural bulwarks for the defense of Germany. The first two presuppose the stability of the present front from Verdun to the Swiss border. The third, the line of the Rhine, of course, entails giving up many thousands of square miles of German soil, much more territory indeed than the enemy has ever held in France. But even this line of the Rhine is at the nearest over 250 miles distant from Berlin. Now between Verdun and the North Sea there is probably not the slightest possibility of forcing the Germans back this year further than the first of the three indicated lines—the line of the Meuse and the Schelde, which yields the Belgian coast, gives up nearly all of occupied northern France, and over a third of Belgian soil, but still holds and covers Antwerp and Brussels. Since the coal fields of northern France, for industrial purposes, and the Belgian coast for submarine bases, are both enormously valuable to the Germans it is very likely that even if driven from the Hindenburg line they will attempt to stand somewhere along the Franco-Belgian frontier and only go back to the line of the Meuse and Schelde under compulsion. This, of course, presupposes a reasonable maintenance of the German army's morale and an orderly retirement even under pressure. In any event, a retreat to the line of the Meuse and the Schelde is the maximum that could possibly be expected this year, and the Allies would have good reason to be content with far less. And behind this line is another even stronger, following the Meuse to the Dutch border and still entirely within French and Belgian territory.

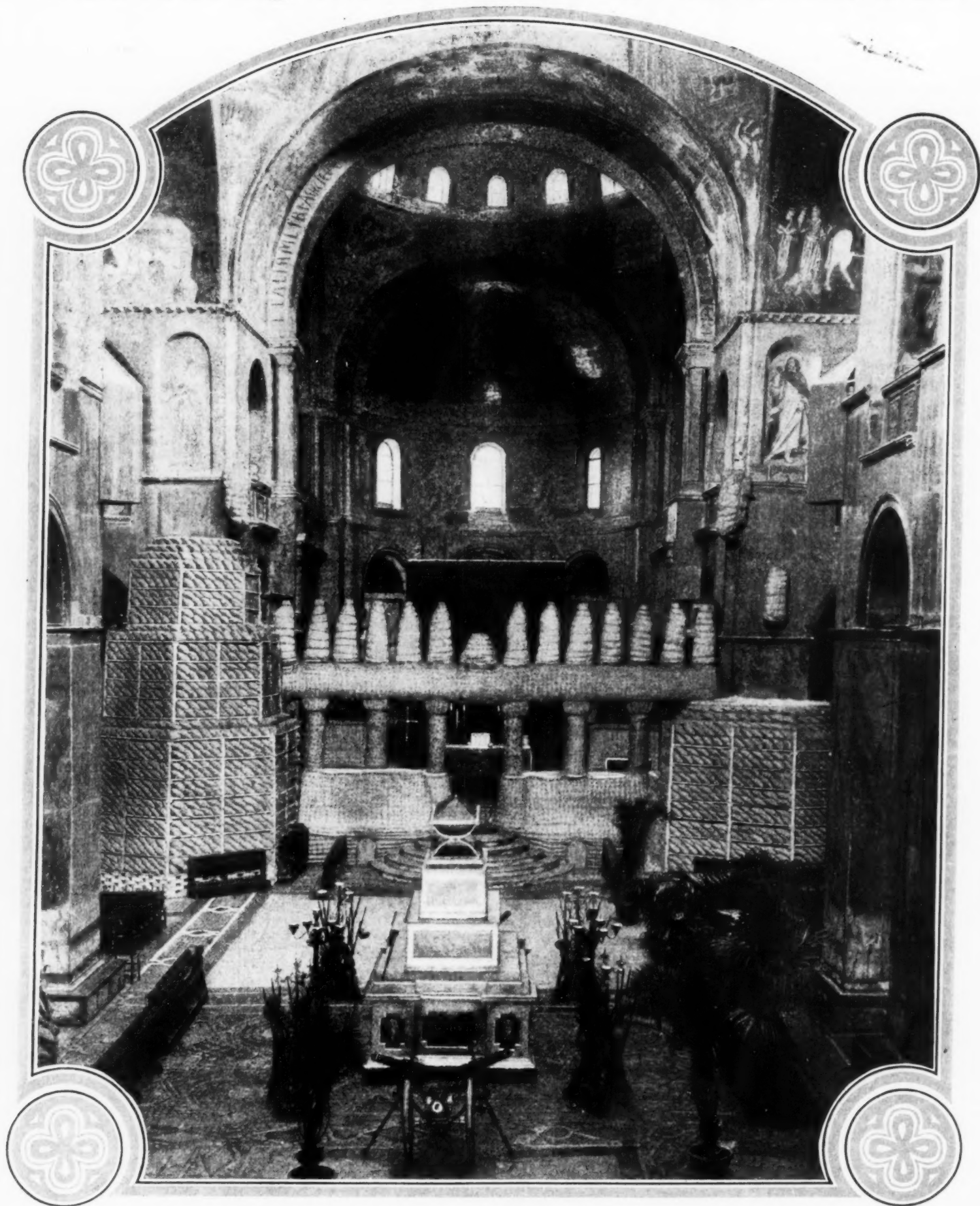
A Possible Drive into Alsace-Lorraine

On the face of it, the previous outline of the situation looks like an almost impregnable position for the Germans, where they might hope to fight on the defensive for months, and even years to come, and still preserve the soil of Germany inviolate. But this is assuming the stability of the present front from Verdun to the Swiss border, and that is by no means a safe assumption. In previous issues we have suggested the possibility of an offensive into Alsace-Lorraine. We know that the first independent American field army has been formed, but at this writing we have not been given any indication of its location. We do know, however, that American units are holding several sections of front between Verdun and the Swiss border, and recently there have been reports of active air-fighting and trench raiding near the Lorraine border and in the Vosges Mountains. If an American, or Franco-American, offensive were undertaken anywhere along this front we might reasonably expect it to develop up the valley of the Moselle River toward Metz or across the frontier following the railroad line and the Rhine-Marne Canal toward Strassburg. A glance at the map will indicate the effective manner in which any considerable Allied advance in either direction would outflank every possible German line of defense in France and Belgium and, if sufficiently developed, force a general German retirement to the line of the Rhine. It would drive the enemy out of northern France and Belgium without that desperate foot by foot fighting and artillery devastation of modern war that turn cities into heaps of ruins, wide country-sides into a desolation and a waste. It would, moreover, bring the horrors of war home to Germany, and enable the Allies in any future peace negotiations to back up their demand for the return of Alsace-Lorraine to France by the actual occupation of the territory in dispute. So obvious are the advantages of such an Allied plan of campaign that it seems certain that sooner or later it will be put into effect.



The west battle front showing the Hindenburg line and the small amount of territory west of it still remaining in German hands. East of the Hindenburg line are shown three possible lines of defense for Germany. The line of the Schelde and Meuse, the line of the Meuse, and the line of the Rhine.

Protecting *the* Glories of San Marco

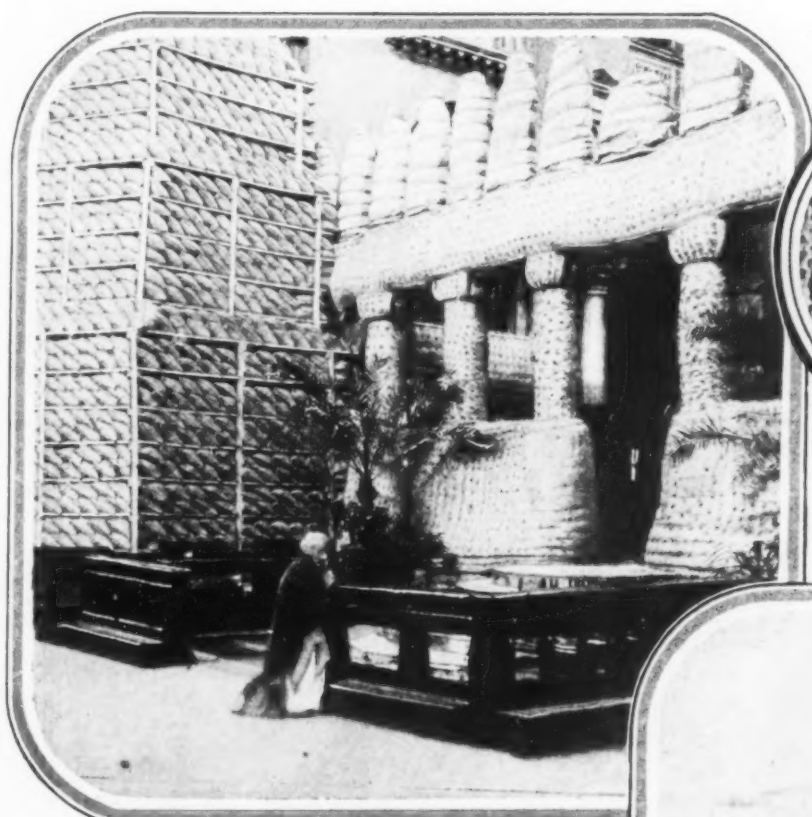


The interior of San Marco as James H. Hare's camera sees it today. St. Mark's Church (San Marco), which since 1807 has been the Cathedral of Venice, derives its name from St. Mark, the city's patron saint. The church, built in the ninth century, was burned in 976, and reconstructed

1047 to 1094. In the 12th century the church was made more Oriental by various alterations. In the 15th century florid external adornments were added. The church is the most splendid piece of polychromatic architecture in Europe. The guns in the aisle are decorative in honor of fallen heroes.

The Gentle Art of Sandbagging

Photographs by JAMES H. HARE, Staff War Photographer

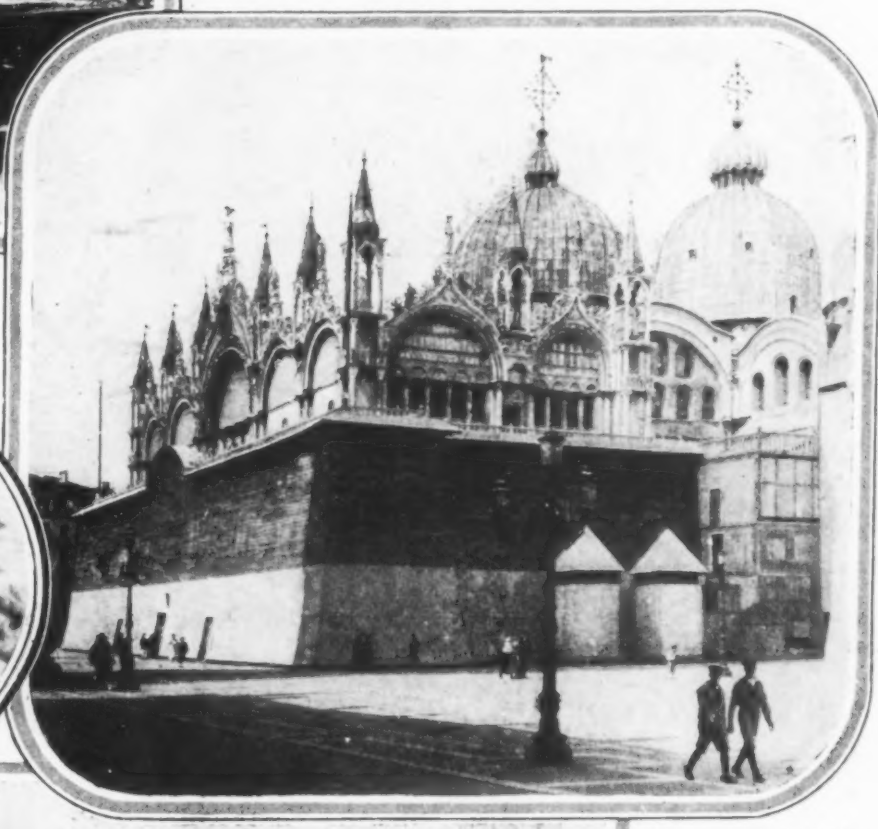


The entrance to the Arsenal, Venice, as it appeared before danger from Austrian airmen forced the city to protect statues and facades.

Formerly a "sandbagger" was a highwayman, but the new sandbagger saves such treasures as are contained in San Marco.



Types of Venetian children who have passed through innumerable air raids. Though they sleep in cellars by night, nothing can daunt their good spirits by day.



Venice celebrates a victory. Within San Marco masses are said for the repose of the souls of the sailors and soldiers who fell. Austrian bombs at one time were dropped on the Piazza now covered by the crowd. The Campanile towers high at the right.

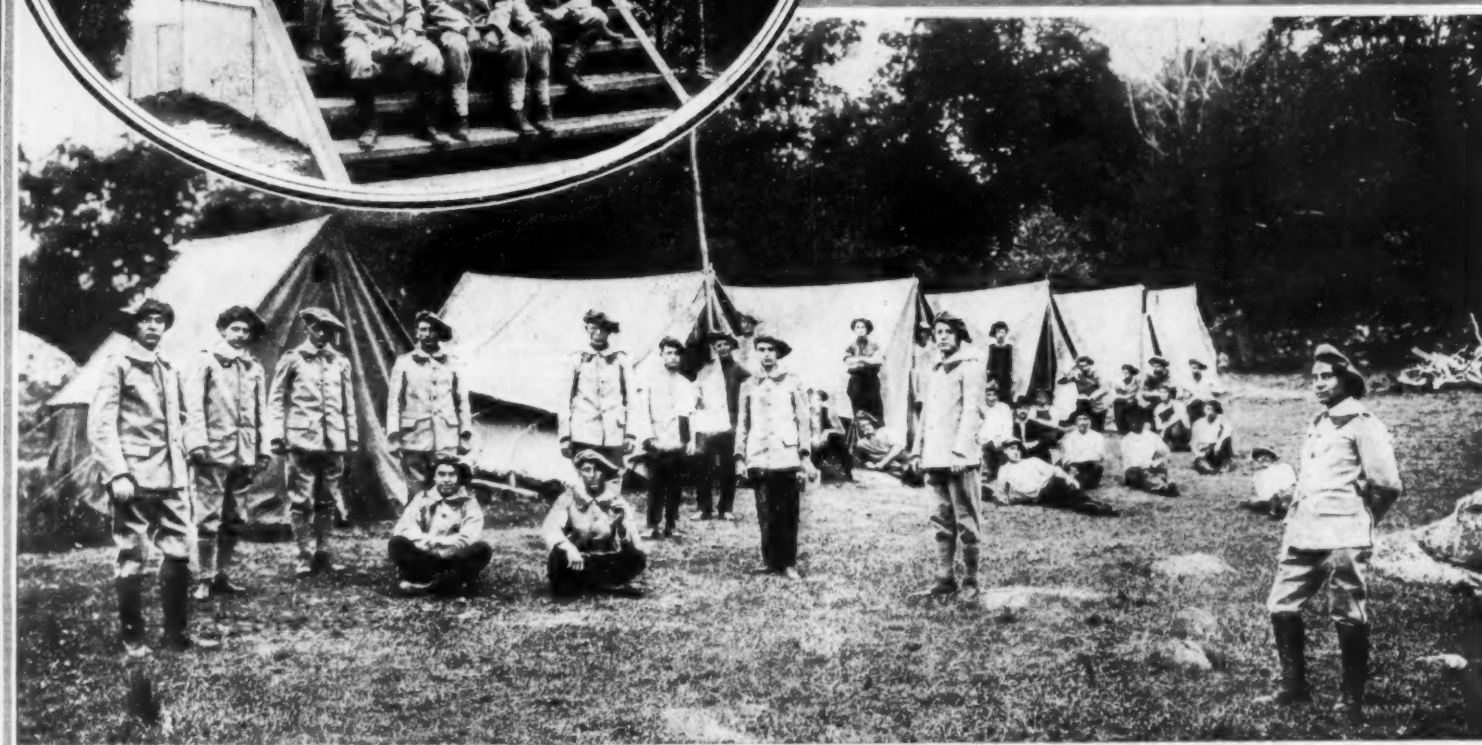


The protection of the external adornments of San Marco. The celebrated horses have been taken away to Rome for safety. Now that the Austrian has been beaten back the world recognizes how near he came to reaching Venice with its great art and architectural treasures. The church is now so well protected that only a direct hit by a heavy shell could materially damage its beauties.

A New Nation Born of War



The United States and the other Allies have recognized the revolutionary Czecho-Slovaks of Austria as a nation and co-belligerents, and the headquarters of the Czecho-Slovak provisional government are now in Washington. Men of the race are eager to fight the Hun. In Russia and Siberia 50,000 are helping the Allies against Bolsheviks, Germans and Austrians. Thousands of Czecho-Slovaks are being recruited at Camp Borglum, Stamford, Conn. Above is a village scene at a fair in camp.



A more military view of Camp Borglum. The Czecho-Slovaks assembling there from all over the United States undergo preliminary training and have their fitness for soldiering tested. As rapidly as possible the selected men are shipped to France, where they will, in time, appear on the battle-line under their own flag. In the oval

picture are seen officers of the camp and guests. The short officer in the center with strap over shoulder is Lieut. Danielovsky, one of the representatives of the Czecho-Slovaks in Vladivostok who came to Washington to make an official report to Professor T. G. Masaryk, president of the Czecho-Slovak National Council.

The Lawrence Plan for Good Citizenship

By ALBERT BUSHNELL HART, Professor of Government in Harvard University

EDITOR'S NOTE—Dr. Albert Bushnell Hart is one of the great world authorities on government and American history. No other man in the country is better fitted to write on the subject of good citizenship and how it shall be taught.

WHAT is citizenship? Can it be taught anywhere? Can it be taught in schools? These three questions confront the multitude of men and women in the United States who feel the duty of bringing American boys and girls into the sacred task of the salvation of the country. They require three separate answers:

First. Citizenship, of course, is not to be taken in the narrow sense of membership in the community. Good citizenship requires an understanding of what the country is and why it deserves to be loved and honored; how it is put together; what activities are carried on by the different agencies of the Government. To be real citizens, young men and women must understand how the country came to be, through what perils it has passed, how it has been saved, who have been its leaders and what they have taught to their countrymen. In a word, real citizenship means patriotism, love of country, self-sacrifice, willingness to live and to die in order that the country may be safe.

Second. Can these virtues be taught in school? Virtue is a hard task to teach anywhere. "Love your country or you will get low marks" carries no further than "Love your father or he will thrash you." Patriotism is a matter of inward thought. On the other hand, patriotism can be taught just as literature can be taught, by appealing to the responsive part of the child's make-up, by telling him of men and women who have dared and suffered and sacrificed for their fellow countrymen and their country.

Certainly no child can be taught to feel passionate devotion to the welfare of the whole by good advice; no child will love his country simply because he is taught to salute the flag. He can, however, be profoundly influenced in the plastic stage of his life by bringing home to him that the United States of America is his, as much as the school playground, or the paternal backyard. He must think of himself as a working member of a nation, made up of himself and a hundred million other Americans. The nation exists for those individuals; the welfare of all is the welfare of everyone.

Third. How far are schools fitted to bring about this patriotic, common, national frame of mind? Schools carried on in other languages than the recognized official tongue plainly work to prevent the child from feeling a solid Americanness; therefore no schools, public or private, should be permitted which are not conducted in English. The schools are the portal through which millions of children of immigrants find their way into the nation and they are entitled to the enthusiasm of patriotic teaching. Without good schools we are an uneducated and therefore an unpatriotic people. The schools are our main approach to the knowledge of the races of men, of foreign nations, of the reasons why we passionately prefer "the land of the free and the home of the brave."

We cannot get off in our schools with a little history and an exercise in canned phrases called civics, which have been the usual school effort to connect between the child and the political world in which he lives. The Germans have set out to make their schools the source of national feeling, and have ended by dehumanizing patriotism. That is no reason why high things cannot be made a required part of our American school courses. No community will be thrown into strife because our

schools preach democracy, which is the essential doctrine of joint duty to the country and of loyal support in defense and protection. Catholics and Protestants and Jews, Republicans and Democrats, all desire that their children shall glow with a sense of the might and majesty and fairness and blessing of their own free government.

If our schools, and notably our public schools, cannot aid in the great task of keeping the American people up to their opportunities in this war, then the schools have no right to be. Why should anybody pay taxes for a school system which does not teach children what taxes are and why they should be paid? How can one expect young men to keep to the defense of their country if they do not know what their country stands for?

The Lawrence Plan for Education in Citizenship is an effort to answer the three questions discussed above, not from any exact preconception of what the public schools ought to teach, but in order to learn what, under a fair

reference Schools, the principal of the Lowell Normal School and other educators assume charge of the whole enterprise. Fourth. The National Security League furnishes the moderate sum of money necessary for administration and special teaching. Thus the Lawrence Plan requires no act of the Legislature, no extra grant of public money, no fees to experts. It is simply an attempt to engrain citizenship upon the usual course of study in an average city school.

As for the program of study, it cannot be definitely settled until the school term opens; and no person has a right as yet to speak for the directors or to announce what they have not yet decided to do. They appear, however, to have reached certain general conclusions as to the way in which they will attack the problem.

In the first place, they mean to try the principle of education known by the somewhat clumsy term of "Infiltration." For instance, modern teaching of the

Mother Tongue involves the use of good English in the earliest primer, finds essay subjects in geography and history, encourages notes and records in elementary science, makes English a part of every school subject. Why may not the same method be successfully applied to citizenship? Examples in arithmetic may deal with questions of public purchases and payments. Music is a recognized way of expressing patriotic feeling. Good composition subjects may be found in the field of public service. Geography must include the peopling of the West, the products and riches of the sections, the means of transportation.

In the second place there will doubtless be courses in history and civics, all of them aiming to bring home to the pupil's mind how such things came to be as they are, and what actually goes on inside governments. Steps should be taken to bring into connection

with each other the pupils' vague ideas of social and business organization.

As a third part of the whole process, the fourteen hundred children will be led to think of themselves as a kind of organized community and thus to take an interest in the school and in outside organizations of various kinds. They should connect with the Boy Scouts and the Girl Scouts; and they should realize that they are all parts not only of the school, but also of the family, the neighborhood, the church, the fraternity, the city, the nation.

Finally, it is not the intention of the Lawrence Plan to build up a course that will last only through the war. Those interested are looking forward to the time when the children of today will be the lawgivers of tomorrow. The thing is not worth doing unless it tends to make a more alert community, in which there shall be an intelligent understanding of what government and patriotism and national welfare mean. The Lawrence Plan is intended, through its modest organization, to combine with the appeal to the spirit a basis of Things that Everybody Ought to Know About Their American Selves and Their American Nation.

NOTE: One of the most significant points in the scheme outlined above is that its promoters do not contemplate any make-shift arrangement to meet a present need created by war conditions, but a possible reconstruction of our schools in the light of the experiences through which we are passing. It should therefore commend itself to everyone interested in the future of the public schools in this country. Prussianism has taught us that the future of democracy rests largely in the character of our schools and the training received there by our future citizens.



Just as good English is learned by the pupil through its constant use and application in all other studies, so under the Lawrence Plan for Education in Citizenship good citizenship will be learned through the constant use and application of it and its teachings in the study of all other subjects. For instance, arithmetic examples may deal with questions of public purchases and payments. In short the idea is based on surrounding the pupil with an atmosphere permeated with the truths of good citizenship. Above is an American history class studying current events through the use of government posters and pamphlets and Leslie's Weekly.

trial, they are able to teach. It rests upon the laboratory idea of testing methods in their operation. The Lawrence Plan demands no extraordinary supplies or specially trained teachers; it is based on ordinary conditions with the simplest of organizations, as may be seen from the list of the directing and supervising staff, as at present constituted:

Board of Directors: Bernard M. Sheridan, Superintendent of Schools, Lawrence, Massachusetts. (Chairman.) John J. Mahoney, Principal of State Normal School, Lowell, Massachusetts. (Secretary.) Ephraim D. Adams, Professor of History, Leland Stanford University. Paul H. Hanus, Professor of the History and Art of Teaching, Harvard University. Albert Bushnell Hart, Professor of Government, Harvard University.

Supervisory Staff: Bernard M. Sheridan. John J. Mahoney. Miss Blanche A. Cheney, Instructor, History and Civics, State Normal School, Lowell. Miss Leila M. Lamphey, Assistant Superintendent of Schools, Lawrence. Miss Alma McCrum, Instructor, Principles of Teaching, State Normal School, Lowell. C. F. Sullivan, Master of Oliver School, Lawrence.

Advisory Committee: Henry Harmon Chamberlain, Chairman of Education Committee, Massachusetts Division, National Security League, Worcester. Robert M. McElroy, Educational Director of the National Security League, New York. Payson Smith, Commissioner of Education, Commonwealth of Massachusetts, Boston.

This organization includes several factors which agree to work together for the common purpose: First. The City of Lawrence, Massachusetts, through its school committee, sets apart the Oliver School, under its regular principal and 40 teachers, to provide instruction for 1,400 pupils. Second. The Lowell Normal School, by permission of the Massachusetts Board of Education, designates two expert teachers in history and civics to give part time to the supervision of the instruction in citizenship. Third. The Superintendent of the Law-

Sharp Shafts of Gallic Satire

French Artists Exercise Their Wit on War Themes



Emperor of the Realm of Death. The death's head, the Hun helmet, and the German Kaiser's moustaches are appropriately combined in this grim and grotesque design. The style of ruler here suggested is not likely to have a successor after the great war is completed.



A vision of triumph. The spirited Gallic gamecock wins, and France holds down the lid on the captive Hun.



A fine product of Kultur. The German Crown Prince wearing his most gracious smile (as the caricaturist sees it). "Mistah Rat-face," through military blunders, has, in many lost battles, sent tens of thousands of his countrymen needlessly to the realm of death.



Boum Boum II, the Thunderbolt of War. Somebody will imagine that he beholds the head of the Potsdam gang in this toylike figure, bearing a hacked sharp sword and a bag of dry powder. Kaiser William has been credited with inflated notions of his own military genius.



The modern Tom Thumb and the Giant. The Hun ogre is shown in a drunken sleep at the mercy of a little foe. This may soon prove a reality.



A youngster not altogether to Kaiser William's taste. Says Uncle Sam: "My Dear Kaiser, permit me to present to you my baby just born on the 2d of April, 1917." The baby has lately paid rude attentions to the present-day Attila's unhappy subjects on the western front.



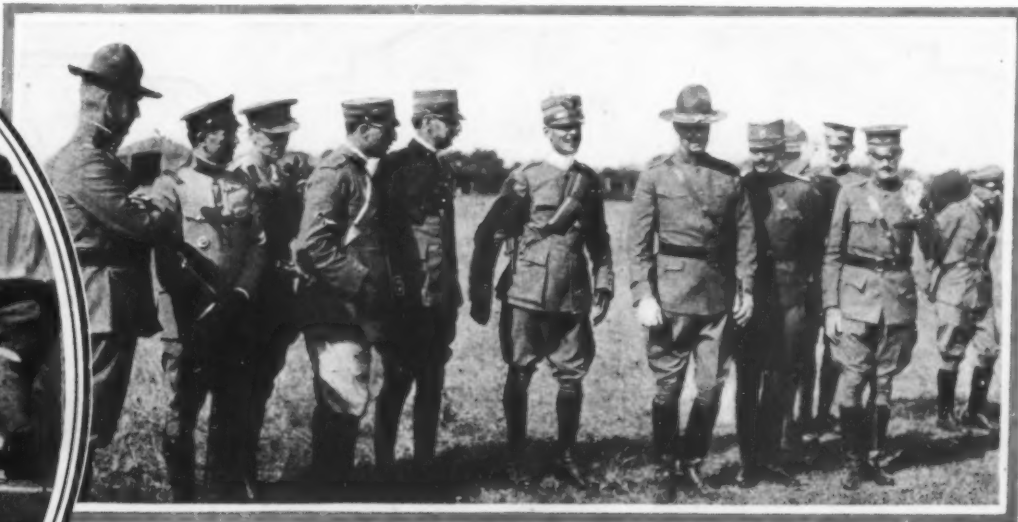
The Monster's Feast. A gruesome conception that should through all coming time be regarded as symbolic of the character and deeds of the unspeakable Hun.

Italy Welcomes *the* Yanks from Ohio

Photographs by JAMES H. HARE, Staff War Photographer



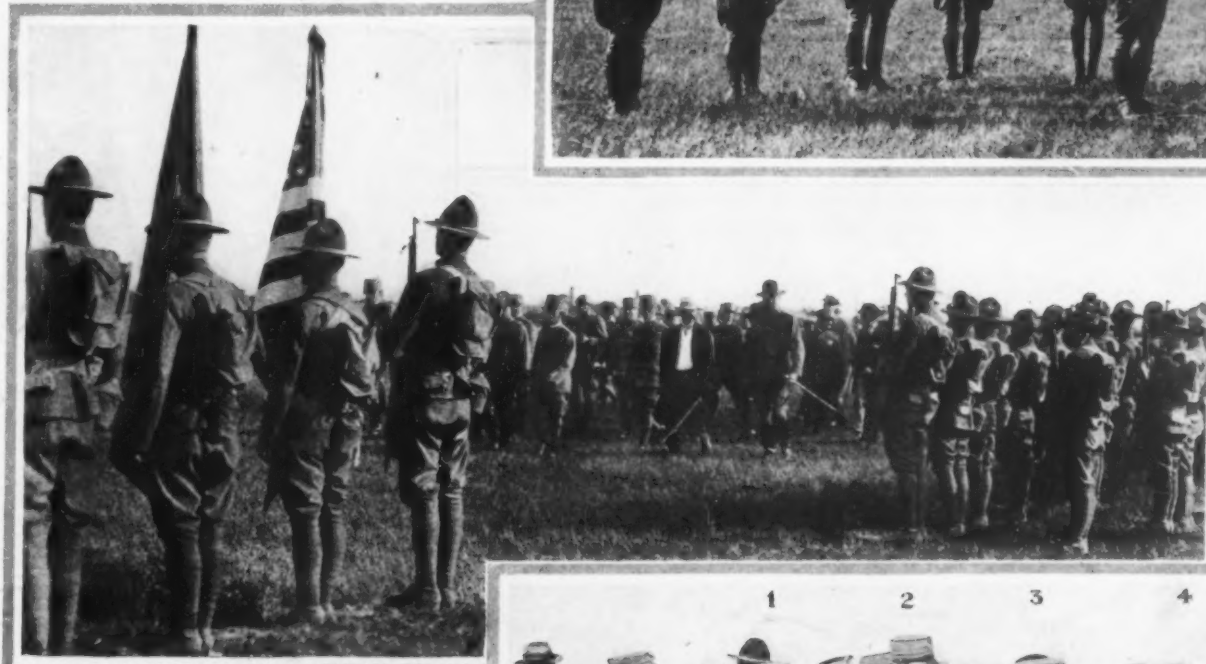
Several thousand American troops newly arrived in Italy were reviewed by the king and prominent Italian leaders early in August. The king and Thomas Nelson Page, American Ambassador, on the way to luncheon.



Attaches of Allied powers at the review. In the group are the Japanese, British, French, Serbian and American representatives. As the Americans swung past exclamations of praise at their splendid bearing, appearance and equipment burst from the group. The troops were trained in France and were largely from Ohio.



The American commander-in-chief and the officers of staff at the review.

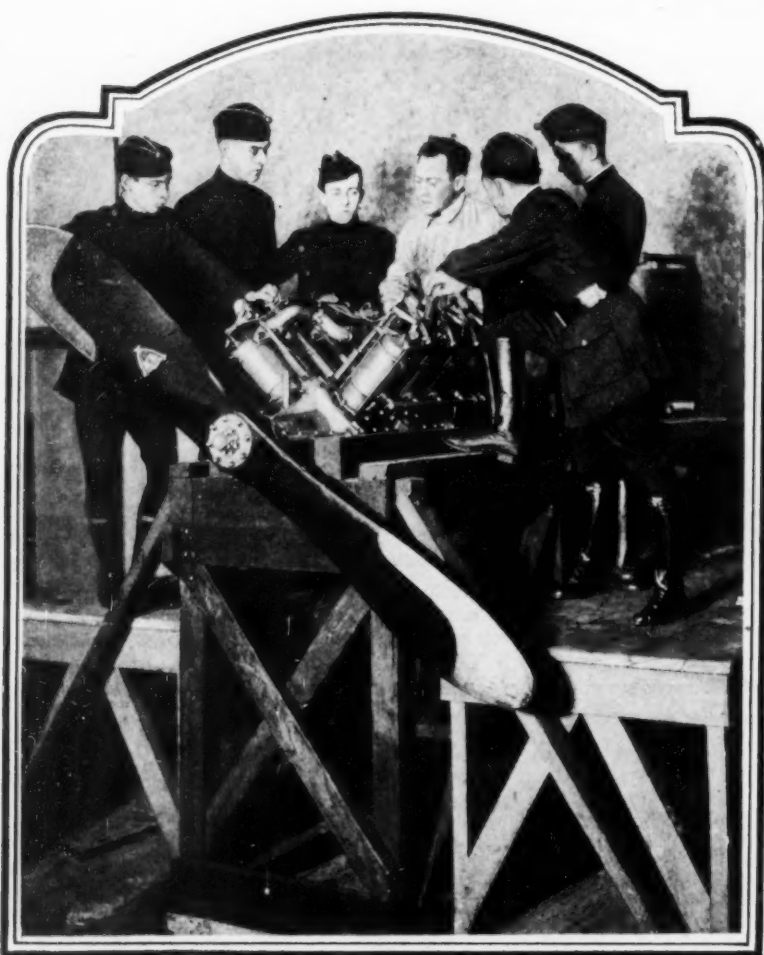


Below are the distinguished members of the king's party. No. 1, Ambassador Page; No. 2, General Zupelli, Minister of War; No. 3, the King; No. 4, Premier Orlando; No. 5, His Eminence, Cardinal, the Bishop of Verona.

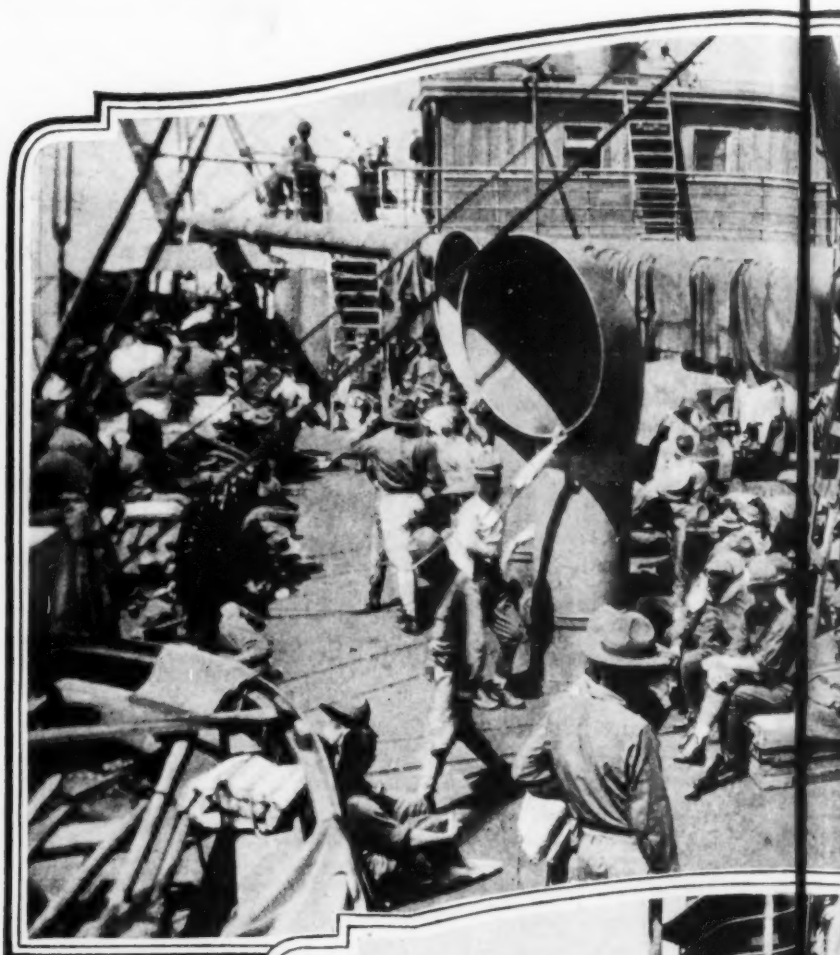
The king passes down the lines as the men present arms. When his majesty had reached the reviewing stand the troops passed before him. "If ever an American had reason to feel proud of his nationality and his newly acquired soldiery it was on that day," wrote Mr. Hare. "If we only had had enough of them in the last drive, we could have driven the Austrians back to Vienna," was the expression heard on every side as the healthy, big, bronzed young men with intelligent faces marched past. "Surely, you have sent us picked men?" But they are not picked men, only the average run of our new Army."



Countering *the* Hun's Blows



New York policemen become aviators. Recent activities of U-boats near New York have prompted the Police to organize an Emergency Aviation Corps. This photograph is the first taken of this organization, which now numbers forty-eight men. The men are seen learning the working of an airplane motor.

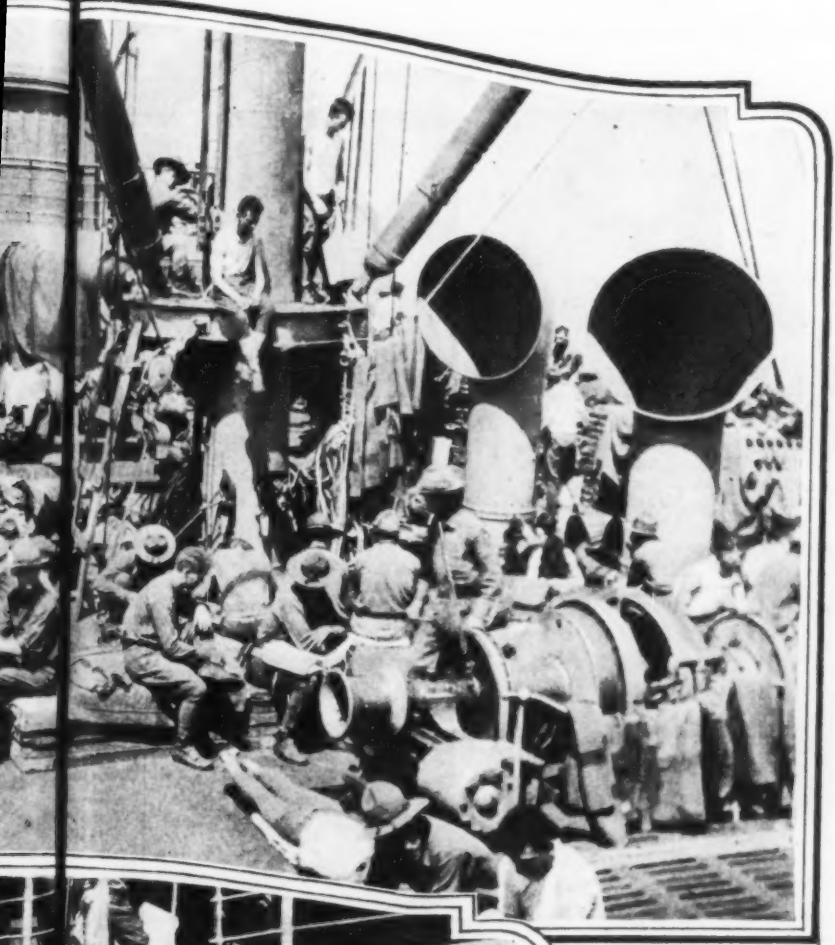


First steps of the Siberian Expedition. Field Artillery of the Japanese army in practice. In the background is the sacred mountain, Fuji. An airplane is directing the battery's fire. In the Siberian maritime

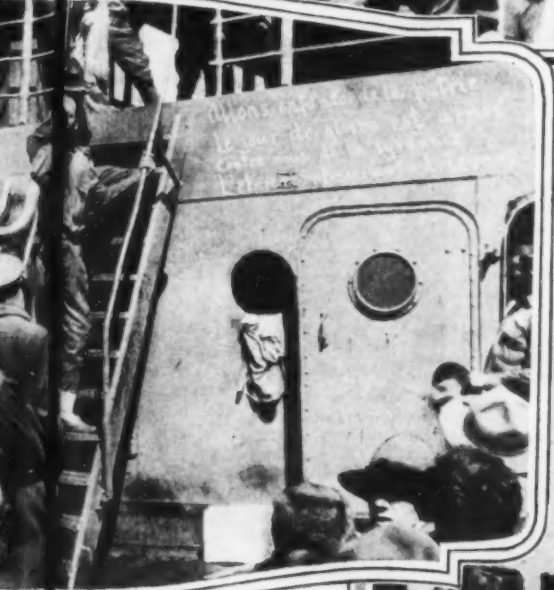
province the Allied forces have cleared the Siberian railway from Nikolsk to the Chinese border. When one little strip more is taken the road will be in Allied hands from Vladivostok to the heart of Russia.

The two photographs above show the United States soldiers to France. The low is teaching doughboys the French on the blackboard. American troops in numbered 1,600,000. In the month of August from over-seas without disaster from U-mation of the 1st Field Army and the dra had been brigaded with British and Fro American force made it apparent that as no small proportions will probably be ma

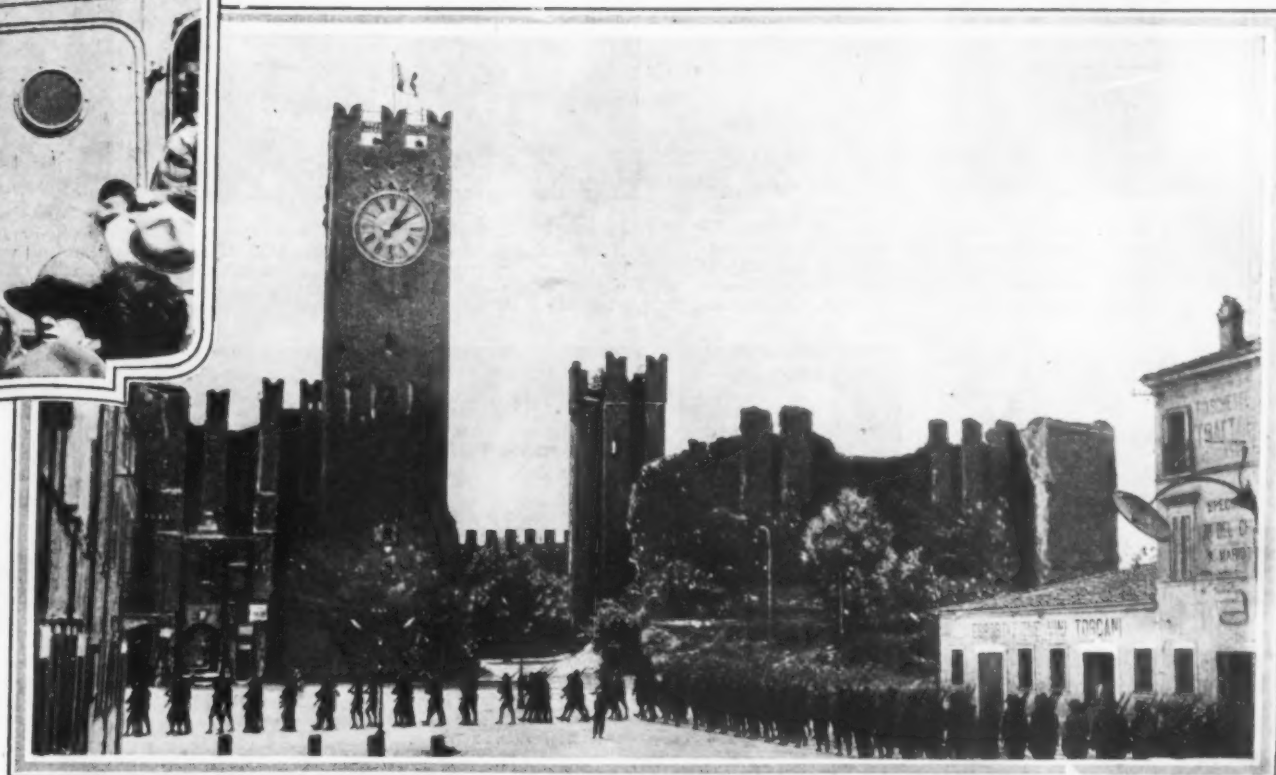
ows and Hitting Him Back



A diving machine to undo U-boats' work. W. D. Sisson, a New York inventor, has patented a deep-sea diving machine, designed to raise torpedoed vessels. The machine can be used to fasten water-filled pontoons to sunken ships. When the pontoons are emptied by pumping the water out the ships will be brought to the surface.



show the deck of a transport carrying
ace. In the lower picture an interpreter
rench national hymn, written in French
an troops in France, on September 1
month of August 250,000 men arrived
ster from U-boat warfare. The for-
y and the drawing off of units, which
itish and French corps, to join the
parent that an American offensive of
obably be made before winter sets in.



United States Infantry crossing the square of an old town in northern Italy on their way to the front lines. Several thousand of our men are now in Italy. The presence of American troops in Italy has in-

spired the entire country to the highest degree, and it is the opinion of military critics that the next Italian offensive, strengthened by British, French and American troops, will be the death-knell of Austria.

The Roll of Honor



Lieut. Sidney T. Cole,
U. S. Infantry, of
Corning, N. Y. Killed
in action while lead-
ing his men in France.



Capt. Roscius H. Back,
of Vancouver, Wash.,
killed in action while gal-
lantly leading his men
against the Germans.



Lieut. Charles W. Field,
of Portland, Me.,
killed in action while
with a machine-gun
battalion on the Marne.



Lieut. Forbes Rickard, Jr.,
of Denver, Colo., killed in action
while he was boldly lead-
ing his men into battle.



Lieut. F. H. M. Cash,
U. S. Infantry, of
Washington, D. C.,
who has died of wounds
received in action.



Lieut. John W. Overton,
of Nashville, Tenn.,
U. S. Marine Corps,
killed in action. Fa-
mous as college athlete.



First Lieut. Bernard Rice,
23 years old, of
Sparta, Wis., who was
killed in action at
the front in France.



Lieut. Elmer E. Hagler, Jr.,
U. S. Infantry,
of Springfield, Ohio,
died from wounds
received in action.



Capt. W. C. Comfort,
of Kit Carson, Colo.,
killed in action while
gallantly leading his
men against the Hun.



Pvt. Clarence Otto Rozell,
U. S. Marine Corps,
20 years old, of
Orange, Cal., killed
in action in France.



Lieut. Thomas C. Gorman,
2nd Canadian
Tunnelling company,
killed March 18. His
home was in Los Angeles.



Lieut. R. E. Gorman,
Royal Flying Corps,
killed in airplane acci-
dent. The only brother
of Lieut. T. C. Gorman.



Charles Ernest Irwin,
of Oakland, Cal., killed
on the western front.
A member of the 322d
Field Signal Battalion.



Corpl. Fred. H. Fox,
of Chicago, U. S. Marine
Corps, killed in action.
He served under
Pershing in Mexico.



Lieut. Paul G. Cox,
U. S. Infantry of Chi-
cago, Ill., killed a short
time ago in action
while leading his men.



Lieut. Alexander Blair Thaw 2d,
of the Aviation
Corps, killed in
France. A brother of
Major William Thaw.



Lieut. Clement Jacomini,
killed at San
Diego, Cal., in an air-
plane accident. His
home was in Pasadena.



Lieut. Frank Booma,
of Portsmouth, N. H.,
killed in action. He
was one of the famous
Rainbow Division.



Lieut. William M. Brigham, Jr.,
of Marlboro, Mass., killed in
a recent strenuous ac-
tion on the west front.



Lieut. David M. Barry,
U. S. Infantry, of
Santa Barbara, Cal.,
killed in action while
bravely leading his men.

Watching the Nation's Business

By THOMAS F. LOGAN

LESLIE'S WEEKLY Bureau, Washington, D. C.

The Reward of Fidelity

THE country and Massachusetts are to be congratulated upon the voluntary retirement of ex-Governor Draper and Governor McCall from the Senatorial race in the Old Bay State. It is unfortunate that Governor McCall's ambition for Senatorial honors, which he has fostered for twenty-five years, should have made a rift between Senator Weeks and himself. Their two daughters went to the same college and were intimate friends. From judicial temperament, from persistent and hard work, from generous geniality, from unswerving loyalty to friends and party, Senator Weeks is the logical candidate to succeed himself. Political opponents and the partisan press have brought against Senator Weeks the charge of being "a malefactor of great wealth." As a matter of fact, when Mr. Weeks was elected to the Senate, he immediately severed his connection with the firm of Hornblower and Weeks, and sold every share of stock that he possessed which could in any way be affected by legislation. This statement is authoritative. How many Senators could say the same? Both Senator Lodge and himself are notable for their tireless work. Senator Weeks pays out of his own pocket the salary of five extra clerks, in order that he may keep abreast of the pressure upon him. As a member of the Military Affairs Committee Senator Weeks believes in, and has practiced, constructive criticism. It is not natural for men within the party to criticize their own chief. Independent, patriotic, farsighted and practical, Senator Weeks will crown his hitherto unsullied record by constructive achievements during the next six years.

Our Fighting Boys

Now that the Crowder recommendation to include boys from the age of 18 upwards in the next draft has been passed, it is well to look back for a moment into history and see how boys of that age can really fight. The conscientious objectors to that seemingly early limit will be met practically by the fact that no sane Draft Board will admit into the army boys of 18 who are stunted, sickly, feeble, or in any way unfitted for a strenuous soldier's career. Older men are not admitted under those conditions, and the choice of the best youth will be all the more strict. James Lawrence, whose famous command was "Never give up the ship," entered the service at the age of 16. Commodore Barney also entered at 16. Generals Wilkinson, Worth and Kearny fought in the Civil War at 18. General Mosby Bacon fought at 18 in the Civil War, and served also in the Spanish-American War. Rear Admiral Benham entered the navy at 15. Rear Admiral Boggs, who achieved fame by fighting past Forts Jackson and St. Philip, in the Mississippi, during the Civil War, was a midshipman at 15. Rear Admiral du Pont, whose statue is in Du Pont Circle, in Washington, was a midshipman at 12. John Ericsson, who invented the *Monitor*, entered the Swedish army at 17. Captain Gridley, of Manila fame under Dewey, was a midshipman at 15. William Henry Harrison, afterward President of the United States, was a staff officer at 18. General Henry W. Lawton, one of the army's best soldiers, who died in action in the Philippines, fought as a private in the Civil War at 18. General Arthur MacArthur entered the army as first lieutenant at 17. This list might be indefinitely extended. The greatest of the world's generals have begun their military training or have fought their first battles at a tender age.

Advantages of Early Drafting

Probably the sanest criticism on drafting boys of 18 comes from those who deplore their being wrenched from the advantages of education. The most recent census report, which unfortunately reaches only to 1910, gives the percentage of the number of males attending the definite educational institutions. During the age of 18, only 22.1 per cent. attended. During the age of 19, the percentage dropped to 14.8, and during the age of 20 the percentage drop was still lower, to 9.3. The report of the Commissioner of Education for the year ending June 30, 1917, gives the percentage for the age group 18 to 20 inclusive, for both sexes and all classes of the population, as only 17.12. In 1915 there was 91.03 per cent. of all the boys and girls in the country who attended elementary schools, and only 7.13 per cent. who attended secondary schools. In the higher institutions of learning there was only 1.84 per cent. of the total. So the percentage of those who lose the possibility of a primary or of even a secondary education is much smaller than the average person would deem true. On the other hand, there has been no period in the history of the world when the soldier is so taken care of and so trained as he is in the American army today. From anti-typhoid serum to dentist, he is protected. He has the advantage of the Y. M. C. A., of Red Cross comforts, of movies, and is drilled in singing. His technical training is as exhaustive as his physical training. His body is set up and so is his mind. No soldier can return to civil life without being, not only a better patriot as well as a world citizen, but also physically and mentally equipped as he could never have been otherwise. There is no reason for anyone to pity the soldier of 18.

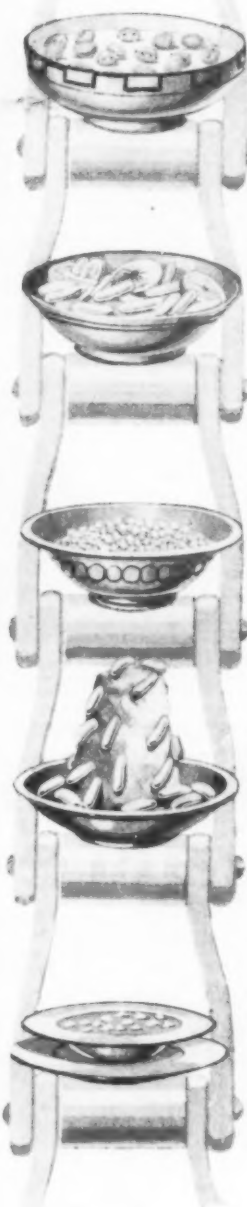
To Win the War

In the infamous filibuster against arming merchant ships that occurred in March, 1917, it may be pertinent to note what happened to the five Democrats whom the President called "wilful." Two of these Senators are dead. O'Gorman of New York "retired." Vardaman of Mississippi is defeated. In the passage of the man power bill through the House by a vote of 336 to 2, London, who voted "no," is an "East Side" Socialist, born in Russia, and Gordon, the other recalcitrant, is a Democrat, emphatically defeated in the recent primaries. Senator Charles Curtis, of Kansas, has brought out some interesting comparisons of party votes on war measures. The record shows that between April 6, 1917, the date on which it was declared that a state of war existed, and September 10, 1917, of the votes cast on the Republican side, a little over 76 per cent. were in favor of the war measures voted upon in the Senate, while of the votes cast on the Democratic side, a little less than 75 per cent. were in favor of such measures. Between April 6, 1917, and May 20, 1918, there were 51 roll calls on war measures. The votes cast by the Republicans were 72 per cent. in favor of these measures, while only 67 per cent. of the Democratic votes favored the same. Republican leaders claim that this percentage in favor of Republican patriotism, while not overwhelming, nevertheless shows conclusively the imminent need of returning Republicans to the Senate and the House, in order that the war may be prosecuted with the utmost virility and dispatch and the hands of the President upheld.

An Endless Chain of Food Delights

To Users of Bubble Grains

Three Puffed Grains with endless ways of serving



Puffed Wheat is whole wheat, shaped like wheat grains, but puffed to bubbles, eight times normal size. It is toasted, flimsy, crisp and flaky. No equal dainty was ever made from wheat.

Puffed Rice is rice grains steam exploded in like way. It tastes like toasted nut meats puffed to airy shapes.

Corn Puffs is pellets of corn hearts, super-toasted, then puffed to raindrop size. They are fragile and exquisite globules, with a toasted corn flavor never before attained.

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Puffed Rice

Puffed Wheat

Corn Puffs

All Bubble Grains
Each 15c—Except in Far West

These are more than breakfast dainties. See what they add to your fruit dish—what crust adds to shortcake, tarts or pies.

Serve them in every bowl of milk. War-time bread makes this doubly important. Use like nut meats on ice cream—scatter in your soups.

Crisp and lightly butter and you have food confections for children to eat dry.

The Quaker Oats Company

Sole Makers

(1990)




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SUB-AGENCY DEPARTMENT
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The Melting-Pot

A detective lieutenant in New York, who died after 20 years of service, left an estate of more than \$48,000.

The Federal Reserve Banks in the first six months of 1918 earned a surplus equal to 25 per cent. on paid-in capital. Profiteering?

Gustave Herve, editor of *La Victoire* in Paris, calls Lenine, Trotzky, et al., "rats of the libraries—men who spend their lives eating masses of literature and philosophy as rats eat garbage."

The manager of a great London store stocked a tramp steamer with merchandise, sent it among the vessels of the British Grand Fleet in the North Sea and sold goods to tens of thousands of sailors.

During the 31 months ending August 1, iron and steel workers have had seven wage advances, six of 10 per cent. each and one of 15 per cent. In this the independents followed the lead of the United States Steel Corporation.

In a speech delivered in Petosky, Mich., to the drafted men about to leave for camp, Vice-President Marshall said of slackers who refused to buy war bonds and other war securities that they "were already dead, but not buried."

In one year Civil War veterans at a Soldiers' Home in Vineland, N. J., contributed nearly \$16,000 to Liberty Loans, Red Cross, Y. M. C. A., Knights of Columbus and the war chest. The women knitted 228 garments for the Red Cross.

Representative Goode of Indiana raked Secretary of War Baker over the coals for submitting an estimate of \$450,000 as payment for 30 guns which had been bought by the owner from the Navy Department at auction several years ago for \$2,340.

At the annual election of the Central Labor Council of Seattle, Washington, 108 out of 241 votes were cast for a man under sentence for seditious conspiracy. He was let out on bail, pending result of an appeal, and continued his pro-German talk.

The Massachusetts Forestry Association is taking a census of the merchantable timber resources of Massachusetts, for the benefit of the Government, which is using large quantities of wood for airplanes, gun stocks, tanning, charcoal and other purposes.

General Pershing has ordered that all trench shoes hereafter be hobnailed. They will weigh about 5½ pounds a pair. Leather is scarce in Germany, judging from prisoners' shoes, for they have

wooden lifts in the heels and wooden pegs instead of nails.

The Standard Oil Company of New Jersey recently announced a 10 per cent. wage increase for all its refinery employees, the sixth general wage increase granted by the company since August 1, 1915, the average increase for all classes of labor aggregating 89 per cent.

If the coal miners could be persuaded to work eight hours a day, it would be possible to get out more coal than the country could consume or than the railroads could transport. Miners are reluctant to work full time and with present high wages some work only twenty hours a week.

John D. Rockefeller, Jr., says: "This country has pledged itself to stand shoulder to shoulder with the brave and unconquerable English, the gallant French and the Italians, and with our allies we will continue until, under God, victory has been achieved if it takes our last dollar and our last man."

General Pershing says: "The invisible, unconquerable force let loose by the prayers, hopes, and ideals of Christian America is incalculable. It furnishes the soul and the motive of the military body; it steadies us to resist manfully the temptations which assail us in the extraordinary conditions in which we find ourselves."

The War Department recently invited bids for the following to supply 125 regiments: 17,500 sets of boxing gloves, 7,000 baseball bats, 21,100 baseballs, 35,000 playground baseball bats, 10,500 playground balls, 3,000 Rugby footballs, 7,000 soccer footballs, 3,500 volley balls, and 1,750 medicine balls.

During 14 months after our declaration of war against Germany, the War Department purchased over 20,000,000 pairs of shoes, 56,000,000 pairs of woolen socks, 44,000,000 cotton undershirts, 11,000,000 files, 5,000,000 axes, 2,500,000 hammers, 10,500,000 pairs of woolen trousers, 8,000,000 woolen coats and 5,400,000 overcoats.

Lieut. Dinsmore Ely, an aviator killed in France in April, wrote the following to his father a few days before his death: "If anything should happen to me let's have no mourning in spirit or in dress. Like a Liberty Bond, it is an investment not a loss when a man dies for his country. It is an honor to his family, and is that the time for weeping? I would rather leave my family rich in pleasant memories of my life than numbed in sorrow at my death."

Let the people think!

Shall We Sit at the Peace Table?

Continued from page 376

First, to offer the only final convincing evidence that we have acted for a moral principle and seek no gain.

Second, to forego the position of forcing our moral ideas upon unwilling enemies and allies, either by threats or by promised obligations which may break America's tradition of keeping out of entanglements which may destroy her.

Third, to preserve our usefulness as trusted arbiter and judge when our aid is needed in adjusting impartially contentions in which our interest is moral rather than selfish and to preserve this position of trust by refusing to appear in the weaker, dangerous rôle of party to the suit.

Not to take advantage of these opportunities would perhaps be a double folly, if among our representatives at the peace table were men who belong either to that group which has too little national feeling

and too great an international banking interest to be trusted to deal with Germany, or that group which once with high and mistaken sentiment opposed preparedness and tried to keep us out of war. Their presence at the peace table would be a menace to the cause for which the Allies gave up their men and treasure on the battlefields.

These considerations, better reasoning may thrust aside. But next to winning the war, they are the most important concern of every American no matter how humble he may be. It would be folly to go to the peace table when we, with our brothers, have beaten Germany to her knees, just because there will be a peace table. It would be folly to go because greedy victors always have considered it their right. It would be folly to go because a group of officials would want the honor. It would be folly to go without thinking.

Dictate Peace in Potsdam

By CHARLTON BATES STRAYER

UNQUESTIONABLY Germany has lost the war. Every world capital recognizes the fact, and Berlin knows it only too well. It is equally unquestionable that Germany will now seek the most favorable terms of peace. The German Kaiser no longer boasts of victory by the sword and the annihilation of the enemy, but talks of preserving German territory and kultur by "successful defense." The Crown Prince, generally looked upon as the leader of the Teuton military group and Germany's foremost fire-eater, now meekly declares against any desire to annihilate the enemy and says Germany's purpose is "to hold our own and not let ourselves be vanquished." It was only last June that Foreign Secretary von Kühlmann said that Germany did not expect peace by a "purely military decision," an admission that aroused the ire of the Pan-Germans and cost von Kühlmann his official head. Now, the Berlin *Vorwärts* points out, the Crown Prince has out-Kühlmanned the late Foreign Secretary, for a military decision does not enter at all into the Crown Prince's interview. Perhaps the frankest admissions of Germany's inability to win the war comes from the Augsburg *Abendpost*, which reflects the views of the Bavarian government. "The present war," it says, "can only end by compromise and renunciation. We are like a besieged fortress. Therefore the war cannot be won by military means. Our submarine hopes have been disappointing. We have muddled things up with America. Conciliation is our only hope."

When the enemy gets off his high horse and begins to talk in humble fashion about not wanting to annihilate anybody it is no time to quit. Now is the psychological moment for America and the Allies to fight as never before. Floyd Gibbons, wounded war correspondent of the *Chicago Tribune*, has brought back but one message to the American people, and that is a warning concerning the German peace offensive of the coming winter. Our army in France wants no peace by negotiation. The men are there to win victory in the field, and only ask that the American people back them up in the task to which they are giving their lives. The American army in France expects to march down *Unter den Linden* with bands playing the "Star Spangled Banner," and will have no patience with any weak-kneed pacifist or pro-German elements in the United States who will be ready to give heed to insidious German propaganda and cry "Enough, enough," before the job is completed. The armies fighting for freedom on the Western front are now filled with the idea that the war must not end until the streets of Berlin resound with the tread of the Allied armies and the German capital echoes with the strains of the national airs of all the Allied powers. And Potsdam is the place to dictate the peace treaty. In the very hall of the Potsdam Palace where the German Kaiser on July 5, 1914, called together the representatives of army and navy, diplomacy, finance and industry and asked each leader if he were ready for war, representatives of the Allied powers should meet and dictate terms to a punished and defeated Germany.

Why Doesn't Germany Quit?

If Germany realizes, along with the rest of the world, that she has lost the war, why is it that she doesn't quit? For the simple reason that the Prussian, proud of his military achievements of a century, is no quitter, and for the further reason that he hopes by clever propaganda and peace overtures, launched at the proper time, to retain for Germany much of the booty and advantages acquired in four years of war. There can be little doubt that the German

staff thought they had in the Hindenburg line an impregnable defense, that they could retire to this and then say to the Allies: "We tried to win and failed; you have tried and failed. Let us be reasonable and talk peace before civilization is destroyed." In the light of the British success in piercing the "Wotan" line there is at this writing the possibility that the whole Hindenburg position may be turned.

The loss of a strong line will rob Germany of one of the best cards she hoped to play in the peace maneuver. But Germany will still be in a position to dangle Alsace-Lorraine before the eyes of France, and to offer to restore Belgium provided she be left free to exploit Russia. And André Cheradame says there are people in France who will be ready to put their noses in the trap. Germany expects there will be at least a minority in all the countries who will be willing to talk peace on such a basis. Her peace propaganda will be aimed to reach this minority just as in the case of Russia. German lying almost brought about the undoing of Italy too. In no other country will such propaganda have the chance it had in Italy and Russia, but Germany leads the world in the corrupt employment of money. According to the Committee on Public Information the German government spent between \$15,000,000 and \$20,000,000 on plots and intrigues in this country during the period of our neutrality. Germany could well afford to spend a billion dollars in Allied countries if in that way she could secure peace by negotiation. There is no use blinking the fact that there are certain elements that are receptive to the idea of a negotiated peace. British labor has just taken action demanding that steps be taken to ascertain the aims of the Labor and Socialist Parties of the Central Powers. British labor, while taking the ground that the war should be continued until the present rulers of Germany are overthrown, argues that the government should open peace negotiations as soon as the enemy voluntarily or by compulsion evacuates northern France and Belgium. Negotiation means the continuance of militarism and Hohenzollernism. There is something wrong with a labor Congress which says with one breath that militarism and the present German government should be overthrown, and with the next argues for a negotiated peace.

Minimum Terms

Speaking of peace terms I have seen no better outline of the conditions of peace in which the American people believe than those outlined by Senator Lodge in a recent speech in the Senate. Warning the nation against an insidious and poisonous peace propaganda that Germany was about to begin, Senator Lodge offered the following as an irreducible minimum: Belgium restored. Alsace and Lorraine returned unconditionally to France. All areas where the Italian race is predominant to go back to Italy. Serbian and Roumanian independence established, and Greece made secure. An independent Poland, and the Jugo-Slavs and the Czecho-Slovaks established as independent States. The Brest-Litovsk peace to be repudiated, Turkey put out of Europe, Palestine never to return to Turkish rule and the Syrians and Armenians to be made forever safe.

America entered the war to secure no territory or material gain for herself but to establish a just and righteous peace. Such a peace must include the terms outlined by Senator Lodge. America wants a victory won within the German frontier and dictated on German territory. "No peace," says Senator Lodge, "that satisfies Germany in any degree can ever satisfy us."

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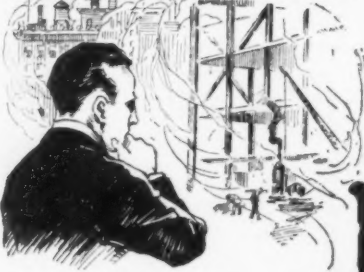
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Readers' Guide and Study Outline

Edited by DANIEL C. KNOWLTON, Ph.D.

NOTE: The attention of teachers is especially called to the article by Professor Hart, on p. 381, and the possibility of working out the Lawrence plan with the help of the articles and pictures in Leslie's and the Readers' Guide. This issue lends itself readily to lessons in Civics and Citizenship through such picture lessons as that on p. 398, or through the use of the Cover and p. 382, or the picture portraying the struggle for liberty carried on by the Czecho-Slovaks (p. 380), or the article by Mr. Child (p. 376). With this might be combined the double page (384-385) and the portrayal of our part in helping to win the war on pp. 374, 383. Enough material has been suggested for at least four separate lessons, or this material can be combined as necessity requires. Some such topic as Vienna as the stronghold of Austrian absolutism and how the Allies are helping the people of that empire, or what the world owes to Bohemia, might serve as a basis for driving home lessons which are much needed. These are merely suggestions; the possibilities are many. The map on p. 377 alone would serve as an excellent basis for a lesson in geography and history, with a discussion of the importance of these three lines of defense.

Kamerad, Cover. What does the word mean? How is it used? To what practice does the artist call attention? How common is it? Can you mention any similar practices? How far are they justified in war? Look up illustrations of German war practices in Nos. 6, 8 of Red, White and Blue Series. (Committee on Public Information.)

D'Annunzio's Message to the Austrians, p. 308. How far is Vienna from the nearest large town in Italy? Why was this particular city selected for this kind of a bombardment? How difficult a trip would this be for airplanes? Would the Italians have been justified in actually bombing Vienna? Why? Point out the advantages of such a bombardment as that pictured here. Would it be more difficult to drop bombs? Explain. Prepare an appeal to the Austrians which you think should prove effective just at this time.

A New Nation Born of War, p. 380. How large a part of Austria is Bohemia, as to territory? as to population? What kind of people live there? What idea of their life do you get from the picture? How do they compare in advancement with the other peoples of Austria? Argue that they are or are not entitled to absolute freedom from Austrian rule. How important a part has Bohemia played in the history of Austria? Who are its great men? Have these people played any considerable part in the world's struggle for liberty? Imagine yourself a native of Bohemia and plead her cause before the nations of the world. How large a percentage of these people are to be found in America? Where? Are the Czecho-Slovaks numerous enough to really count in winning the war? How large a part of them are these people from Bohemia? Indicate on a map the limits of this "new nation" if it is recognized as such. Would it include more than "Bohemia"? (Consult an historical atlas like Robertson and Bartholomew *Atlas of Modern Europe*, Oxford Press, for this purpose.) See also issue of August 24 for some of the things the Czecho-Slovaks are doing.

Sharp Shafts of Gallic Satire, p. 382. What is meant by satire? How does it differ from humor? Is a cartoon a satire? How would you classify the cover of this issue? Which of these is the best piece of satire? Why? What German customs or practices have the artists satirized? What are the facts upon which the artist has based his work in each case?

Protecting the Glories of San Marco, The Gentle Art of Sandbagging, pp. 378-379. Where is Venice and for what is it noted? How does it compare in importance today with the other cities of Italy? How did the city happen to have

such a beautiful cathedral and works of art? What is there remarkable about this cathedral? How important a part has Venice played in the history of Italy? How far do these buildings and works of art tell the story of the past of Venice and of Italy? How near were the Austrian forces to the city? How far from the city is the present battle-line? How did the Cathedral of Rheims compare in importance to San Marco? Which has played the more important part in the history of the country concerned, the French cathedral or San Marco? Which means more to us and why? Trace the history of Venice from the time the cathedral was built.

Pushing Back the Germans, p. 374. Look up the present location of the battle line. How far is it from Chateau-Thierry? Consult the Week of the War and map for new lines of defense. How much ground have the American troops covered in this region? How far is Chateau-Thierry from Paris? How did the airplanes figure in this advance? Explain the need for some sort of signalling arrangement as shown in picture. What are the most recent exploits of our boys?

Hun Prisoners and Hun Graves, p. 375. What differences do you note, if any, in the types of Germans pictured here? What do we mean by a "Prussian"? Does a Prussian represent a distinct type? How many distinct types of people would you look for in Germany? Look up the story of the formation of the German Empire and note whether there was any race problem connected with it. Has difference in race or type played any part in shaping the history of Germany? Read in this connection the poem, "What is the German Fatherland." How great a loss have the German armies suffered in killed? in prisoners? How do they compare with the losses of the Allies in comparison with number of troops engaged? Argue that Germany is or is not in a critical condition because of the drain on her man-power.

Countering the Hun's Blows and Hitting Him Back, pp. 384-385. What is the passenger-carrying capacity of the average ocean liner? How would it compare with number of troops carried on a transport as illustrated by the center picture? Look up the estimates of the number of men taken across within the past few months. Figure out how much of a problem it will be for the American Government to place an effective fighting force in France, comparable in size to the French or English armies. How large a fleet would be required? How long a period? Describe the diving apparatus shown in the picture, and illustrate its use. How effective are the present means for meeting the U-boats? How much damage have the U-boats done lately? Point out the different ways in which the airplane serves a defensive purpose; offensive purpose.

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Cushman A. Rice, Modern Crusader

By EDWIN A. GOËWEY

NOT a great many years ago the late Richard Harding Davis made his readers acquainted with "Captain Macklin," a most lovable soldier of fortune, whose deeds were so surprisingly unusual that he was set down solely as a creation of the story-teller's imagination—a fiction hero without identity other than that which he possessed between book covers.

But "Captain Macklin," wanderer, fighter and adventurer, with an abundance of the romantic in his makeup, a suggestion of Marco Polo or Robinson Crusoe, is a person with a real, human identity, even though Mr. Davis rechristened him and added to his actual adventures sufficient of the imaginative to carry his tale along. The actual "Captain Macklin" is Major Cushman A. Rice, of the United States Army flying forces, and the man who, for about a year, was in command of the American flyers attached to the British army on the fighting front in France. Major Rice is a man's man, every inch of him—and that is something over six feet—and as kindly and lovable a gentleman as his counterpart in the Davis stories.



MAJOR CUSHMAN A. RICE

Recently, after nearly twelve months in the European zone of battle, Major Rice returned to this country ill and not much more than a semblance of his former self, the result of being gassed by the Huns. For nearly two weeks after his arrival in the United States he appeared almost daily before the Senate Committee on Military Affairs, at Washington, and, like the other airmen who accompanied him from "over there," told to the eager, sympathetic and earnest gentlemen what they had been through, what they had observed, and made suggestions which they believe will make for improvement in the flying service of this nation. Then Major Rice went to New York to greet a few of his old friends who had fraternized with him in the days when his adventurous spirit made him their leader, after which he departed, at the insistence of his superiors, for one of the best-known hospitals in the country, where everything which science and skill can do will be done to rid his system of the Huns' poison and return him to the full vigor of healthy manhood.

Well does the writer recollect a certain day in the late fall of 1916 when Major Rice, but recently returned from a big game-hunting trip, and a tour of the allied countries then at war with the Prussians and their hirelings, talked for hours concerning this nation's obligation to enter the struggle. With the eyes and understanding of a soldier and a man to whom all parts of the earth and all peoples were familiar, he insisted that the United States not only must not, but could not "side-step" the war, and his arguments silenced the doubter or two among his auditors.

Nearly six months later the action which he prophesied took place, but before setting down the big part this man has played in the world's greatest war drama, a few words concerning him personally are *apropos*. Major Rice was born in Minnesota, about forty years ago. His father, A. E. Rice, formerly was governor of that State. Though born to wealth and with great opportunities for a splendid business career,

Cushman A. Rice, at the age of seventeen, enlisted with the revolutionists in Honduras, and one year later headed the foreign legion of the army, with the title of Brigadier-General.

Later he fought with Garcia, in the Cuban revolution, but when the Spanish-American war began he joined the forces of the United States as a volunteer second lieutenant, and was in the thick of the fighting, particularly at San Juan Hill. Still later he fought under Lawton and Glenn, as a captain in the Thirty-fourth Infantry, and, as a chief of scouts in the Philippines, rendered service which won him praise and special commendation. He went with his company to China at the time of the Boxer uprising, and then, finding there was no further fighting to do for his country, became a member of the Serbian General Staff in the first Balkan war.

In addition Major Rice won honors as a boxer, football and baseball player, and bicycle rider, later obtaining new excitement by learning to operate a flying machine and race automobiles. He has hunted big game in every quarter of the globe, but obtained some particularly choice trophies in Asia and Africa and in the Ussuri River region, between southern Siberia and northern Korea. He took the first photographs of "the forbidden city," Peking, China. There are few men who have more personal friends, and he has been the guest of all manner of men, from cannibals to kings.

At the time this country declared war against Germany he offered his services to the Government, but despite the fact that he had served five years in the army, was wounded three times in the Spanish-American war and was a captain when he obtained his honorable discharge, he was informed that he would be compelled to comply with the department rules then in vogue, and spend three months in an officers' training camp. Rather than do this he determined to fight as a private, and as such he enlisted in the aviation branch of the service and was sent to the flying field at Mineola, Long Island, N. Y. There his skill and knowledge won instant recognition, and in the incredibly short space of three months he had qualified for his pilot and army aviator licenses, and the examining board determined unanimously to graduate him with a commission as major.

For a time he was in Cuba in consultation with the President, Secretary of War and the General Staff concerning the air-drome in operation there, and then he went to Texas, where he was the officer in charge of the advanced or "stunt flying." Next came the order to go abroad, and he departed in command of the first American squadron of fliers to go to France. During his service on the battle fronts he was with the British forces, and commanded twenty air squadrons of our fliers. Week in and week out he went from one unit to another along the British lines and, in addition to flights, covered more than 7,000 kilometers in automobiles. Men from the units under him were in the battle of the Somme, were of the first American organization to suffer heavy losses, and were the first to be cited by the

Continued on page 392

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Cushman A. Rice, Modern Crusader

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British government. On April 3, 1918, the press communication from the British War Office commended the American aviators with the royal air forces for their "work and bravery in aiding the British expeditionary forces in the latter part of March and the first part of April."

His "boys" also were in the second and some in the third drive of the Huns. Up to the early part of May Major Rice had been slightly gassed, but it was on the eighth of that month that he received his severe injury. Utterly worn out and fatigued after a day of most arduous effort, he fell asleep, forgetting to take his gas mask from his automobile. The gas attack came while he slept, and he was unable to obtain his mask before it was too late. Despite his sufferings he refused to go to a hospital for extended treatment, but he soon was ordered to return to this country. Upon his arrival in America he at once went before the Senate Committee, and then was directed to go to a designated hospital to rest and recuperate. I saw him when he started for "over there," a giant in size and strength and full of fight and determination. And I greeted him when he came back, with the blight of the Huns' poison upon him, but still game to the core. Modest, as always, he tried to make light of his condition and remarked, with a whimsical smile so well known to his friends: "Well, I guess the Government thinks that I am worth saving, anyway, for I am ordered to a hospital. Besides, I've just got to get well and go back, for I want to keep dates with a couple of Huns before the war is over."

Although Major Rice has had more adventures crowded into his life than come to most men, he is a decidedly modest individual and it takes considerable urging to make him talk. His reply to queries concerning his penchant for being in the thick of things usually is that he just happened to be in the places where there were unusual happenings, and that he had to squeeze tight to get out. And he strongly objects to having it stated that he has been wounded, even if pieces of flying shrapnel did give him a bruise or two.

"The papers," he said, "really do an injustice to the soldiers in stating that everyone who receives a scratch is wounded. The British fighters have the right idea. They never consider that they have been wounded unless they lose a leg or an arm or are confined in a hospital for weeks."

Major Rice, however, did have a great deal to say concerning the increased effectiveness of the American flying service, and stated that the great improvement was due largely to the efficiency of Major-General William L. Kenly. He could not say enough in praise of the bravery and morale of our fliers on the other side, and as an instance in point told of an occasion when, after two aerial gunners had been killed, he called for a volunteer for the vacant post. Thirty-nine men, all who were within hearing, instantly volunteered for the job, and one, who was extremely young, insisted that he be selected. Warned that the post was a dangerous one and might bring death with it, the youth smiled and said: "Well, if we come down I won't hit the ground any sooner than you will."

"At the very outset," said Major Rice, when asked to tell a few of the things he had been through on the fighting fronts of Europe, "I want to state, and with all possible emphasis, that not only can the British soldiers fight, but also they have fought and are fighting most splendidly. Anyone who says anything to the contrary is crazy, ignorant of facts or deliberately falsifying. I know, and am ashamed of the fact, that many persons have declared that the British have not done their full share of the fighting, and on more than one occasion I have been asked why they didn't hold in the battle of the Somme."

"One of the officers with whom I was most closely associated on the other side was Colonel Raynal C. Bolling, of our aviation forces. He was a splendid gentleman and a fine soldier, and for a considerable time before we entered the war was one of the board of directors and chief counsel for the United States Steel Corporation. He was one of the first in this country to furnish funds for the development of aviation in the United States, and in addition he also learned to fly. When war was declared he volunteered his services and he and I, with the advance guard of the American flying units, were through the entire first battle of the Somme. We believed it our duty to obtain all the information possible about war, as it was being fought there, that we might transmit what we learned to the American officers soon to arrive, for the benefit of the armies of our men coming in a month or two. When not occupied with flying or inspection we accompanied the British soldiers, and were with both the artillery and infantry in the fighting. One day Colonel Bolling and I went in different directions, but agreed to meet at noon. He never kept the engagement, for the Huns got him in the Roye road near Amiens, in a drive through a break in the British lines. For eight days I did not know what had become of him, but learned then, by way of Switzerland, that after his chauffeur had been shot he had attempted to drive his automobile back and had been killed at the wheel. The Germans found him dead in his car and sent word that he had been buried with full military honors."

"Then I was with the British Fifth Army, and I'll tell you why they didn't hold against the Huns—they simply couldn't. They were outranged and outnumbered cruelly. Never in my life did I see such heroism and gallantry displayed against frightful odds as by those men, and if they didn't fight then there never was any fighting anywhere upon the face of the earth. Attacked by a tremendously superior German force they lost almost all of their artillery of any weight the first day, but stuck on the Somme line until almost annihilated. For every inch of ground they gained the Huns paid the highest price in men, and I could tell five hundred instances in which the British battlers proved to be magnificent heroes. I saw a captain who was in charge of a battery of six-inch howitzers have a hand shot away. He stopped fighting only long enough to have temporary dressing and then returned to his post and assisted his men in removing the guns. He was killed the next day. I was with a machine-gun company until all but three of the men had been killed or incapacitated. I told them that I was going to fall back and urged them to do likewise. The leader, a little Lancashire sergeant, answered: 'No, the boches have chased us far enough. Here we stick.' And they stuck and were killed, to the last man."

"And these Canadian units. Man, I simply can't tell you how they fought against odds for five days and six nights, going back only inch by inch. One division of 10,000 men, sent in to replenish the line, fought continuously for three days and nights. A roll call then showed 916 left. And still there are those who ask if the British ran away. No, a thousand times no. With comparatively few reserves they hung on. They were sacrificed, but it was their duty to stay, and they did it. Too much cannot be said in praise of the Fifth Army, for it saved the day and prevented the Huns from breaking through to Abbeville until the French came up. I am no Anglo-maniac or English flag waver, but I've seen twenty-six big battles from the ground and the air, and never did I see such valor displayed when the chances were so hopeless. They backed up because they had to, but they

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fought like hell every step of the way and earned, in blood and heroism, all that ever can be said in their praise.

"I also saw the French fight at Noyon and at Mt. Kemmel, and their heroic deeds in those engagements would fill a dozen volumes."

Major Rice had many things to say in praise of the work being done for the men in the fighting zones by the Red Cross, the Y. M. C. A., the K. of C., the Salvation Army and the other organizations laboring "over there" for the welfare and comfort of the soldiers.

"I always have had a particularly soft spot in my heart for the Salvation Army," he continued, "for they are accustomed to hard knocks and understand exactly how to reach the unfortunate of every kind and description. In some unaccountable manner the Salvation lassies always managed to keep close to the American soldiers, no matter how near the enemy might be, and they worked under shell fire and gas attacks as earnestly and with as much unconcern as if they were a part of the uniformed fighting forces. Wait until the boys come back and they will tell you what these lassies did for them."

"I have watched them, those little, gray sisters, mud-spattered and shabby, right up at the firing lines, cooking pancakes and doughnuts and making coffee, and doing everything possible for the comfort of the soldiers. And food, drink and services all were absolutely free. Never as long as I live shall I forget them. In some old shanty—oftimes without shelter—cooking

over their dingy oil burners and passing out the food to the fighting men while all about them was the very hell of war.

"Understand, this statement does not mean that I am boosting one organization to the detriment of the others. Every one of them is doing and has done magnificently, and all deserve the continued support of every decent, loyal person in the country. I only wish I could picture what it really means to the soldier, thousands of miles from relatives, friends, accustomed comforts and familiar scenes, to have a number of organizations working night and day to make their lot easier. This welfare work is the finest kind of Christianity, and the American public must continue to contribute funds to carry on this magnificent effort. It should realize that they are doing a splendid work and keep it going full speed ahead until the war is over."

"I would make one suggestion, however, and that is that less attention be given to looking after the soldiers in such great cities as New York, and that efforts near the fighting line be increased. The people in the large American cities have grasped the problem of looking after the comfort of the men at arms splendidly, and will furnish practically all of the needed free entertainment. But, as a soldier, who has been in the thick of it, I ask for more huts right near the battery, where the men, temporarily relieved from actual fighting, can go for warmth, a bit of hot food and drink and the cheer necessary to keep them keyed up."

Comment Unnecessary

Central City Nebr., July 8 th, 1918,
To the Editor, Lesley Weekly
Dear Mr Editor:—

In looking over your magazine I notice an editorial, criticizing the interstate commerce commission, for, not granting the Railroads, years ago a small, percent, increase in passenger rates, also freight rates, I believe the commission, failed to do its, duty at times, but it was not in such cases as you mention.

I will suggest that you seeme to be blind, as to the very reasons, the Railroads, were all in such poore condition, when, they were taken over by the, Government, I want to refresh your memory just a little, Namley, The New York New Haven & Conn R R that Road was compleatley recked by the Morgains and the gang that stole the road blind and tuck from it every, bit of vitality it possessed before they got hold of it I refer you to the report of the Interstate Commerce Commission

Then I want to call your attention to the Wabash r Rock Island r Frisco r Mo Pacific r all of which was robed by the officials of each road, they orgnized themselves into a syndicate and plundered there own road, s, simply "Bankrupted" them then the Interstate Commerce commission permitted them to rase the rates

(What should have hapend)

Every official that permitted this dastardly work to be, done, should have been prosicuted and sent to the place, the courts, send men for steeling a horse, but such scoundrals, is considered, smart, business men, (and Lesleys, Editor) never, rases his voice aganst such, business, but reather, an apology is, fourth coming,

I want to site one Rail Road to you that was managed on a business bases, Namley (U P R R) for 16 years, the common stock payed a 10 % Dividend, payed the overhead charges, of all kinds, with the Dividend on the perfect stoc, and layed away a surpluss of \$200,000,000, which half of it was distripeted to the common stock holders, besides all the time making new Improvements. and when the Government, tuck over the roads, the U P R R. still had a surpluss of \$100,000,000 in the treasure

The truth is Mr Editor, R R have as a rule made the gambling part of the road the main part of, the business instead of doing the things a good business man would and should do, Now look this little Information up and see if you cant see streight to the real caus of all the rail road troubles

Yours very truly

M D Haddox

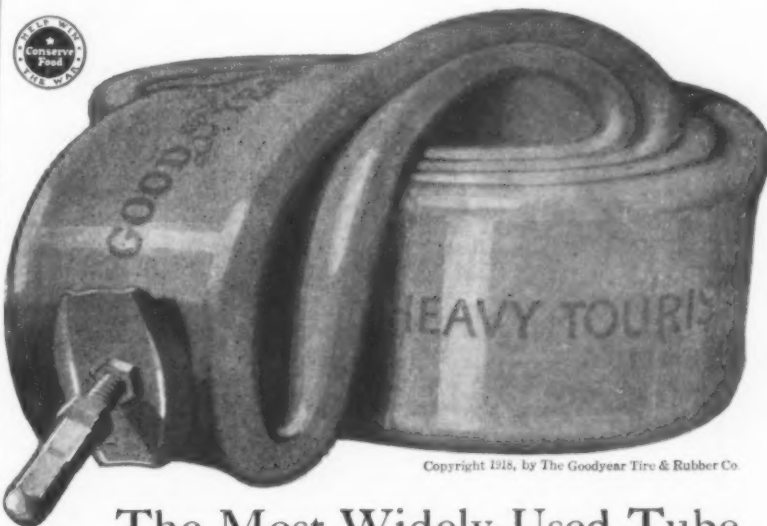
Shows in New York

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Astor	Daddies	Appeal for children of France	Hippodrome	Some Night	New musical farce
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Belmont	One of Us	Chicago	Knickerbocker	Friendly Enemies	Play about loyalty
Bijou	Watch Your Neighbor	Farical spy play	Liberty	Someone in the House	Diamond robbery
Booth	Maytime	Musical romance	Lyceum	Going Up	Breezy musical farce
Broadhurst			Lyric	Humpty Dumpty	Otis Skinner in new play
Carnegie Hall			Manhattan	The Unknown	Mystery play
Casino	The Maid of the Mountains	Big spectacle with music	New Amsterdam	Purple	Relaxed melodrama
Central	Forever After	Alice Brady in new play	Morisco	Tiger Rose	Bright musical show
Cohan	Head Over Heels	Mild in rollicking show	Playhouse	The Girl Behind the Gun	New comedy
Cohan & Harris	Three Faces East	Ingenious spy play	Princess	The Walk-Offs	Lively farce
Comedy	An Ideal Husband	Oscar Wilde comedy	Republc	She Walked in Her Sleep	Whimay of adolescence
Cort	Fiddlers Three	Bright operetta	Shubert	Jonathan Makes a Wish	War melodrama
Criterion	Mr. Barnum	Famous personality dramatized	39th Street	Where Popples Bloom	San Carlo Co. in repertory
Maxine Elliott	Two for Three	New comedy		Grand Opera	New comedy
Eltinge	Under Orders	Play with only two actors		Another Man's Shoes	
48th Street	The Woman on the Index	Spy melodrama			
Fulton	Over Here	Wartime comedy			

RATHER MORE SOPHISTICATED

Century	Sinbad	Al Jolson in girl show
Winter Garden	Passing Show of 1918	Snappy revue



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FOR THE GUMS

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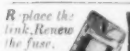
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Turning Trees Into Airplanes

John D. Ryan, Now in Supreme Charge of the Aircraft Program, Has Mastered Its Multitude of Difficulties

By THOMAS F. LOGAN

WHAT assurance is there that John D. Ryan, lately appointed Assistant Secretary of War and Director of Aircraft, will make good?

Admittedly Mr. Ryan, when given divided responsibility as Director of Aircraft Production several months ago, knew nothing about airplanes. By the same token, he knew nothing about the copper business when he was made general manager of the Anaconda Copper Company back in 1904. He had never worked in a mine. But he had already demonstrated such clear-headedness and such fine organizing ability that his tremendous success with the Anaconda Copper Company was regarded as inevitable.

The same general principles of wisdom or common sense may be applied to all big jobs dependent upon organization. Giving America a real airplane fleet does not depend upon a knowledge of motors. Motor specialists had charge of the production program before Mr. Ryan took hold and a sub-committee of the Military Affairs Committee of the Senate, after a long investigation, summed up their work in a report on August 22, saying: "While much good work has been accomplished, for which due credit should be given, it must nevertheless be admitted that our airplane program has, up to the present, presented many aspects of failure."

There is more certainty of Mr. Ryan's success with the airplane program, especially since his appointment as Assistant Secretary of War, which centralizes all responsibility and authority in his hands, than there was of his success in copper mining.

At the age of thirty-five he was an oil salesman in the West. At fifty, he was recognized as the copper king of America, president of one company that produces one-sixth of all the copper mined in the world, and owning a large share of another company that ranks third among the copper mines of the United States. Between times he had built up a water-power company in Montana that supplies ninety per cent. of all the water-power used in that State.

Mr. Ryan's preeminent quality is good judgment. A man who succeeds by the simple process of doing the right thing at the right time finds it difficult to put into words his formula for success. He has tact, courage and common-sense. He has character and candor. He has an attractive personality and splendid poise. His methods are thorough.

The airplane program had broken down. Promises that had been made clearly had not been fulfilled. Many of these promises were impossible of fulfillment within the time fixed for accomplishment. That was the chief trouble. The program had been worked out on paper.

When the shake-up came, and Mr. Ryan was asked by the President to take charge of the aircraft production work, the copper man naturally hesitated. He had left the active direction of his large business interests to help organize the Red Cross for its vast work in the war. He was a member of the War Council of the American Red Cross. He had mastered that job, and had reason to feel that without explicit authority he might not be able to reorganize the aircraft program. The results of much experimenting with the Liberty Motor, and countless planes which did not suit this motor, had been rather sad. He was as-

sured, however, that he would have all the authority he needed.

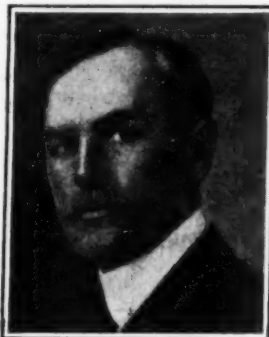
As a matter of fact, the Senate Committee later discovered that there was still a division of authority after Mr. Ryan took hold, and recommended the establishment of a separate Department of Aviation. It had been found that General Kenly, as head of the Military Bureau of Aeronautics, had charge of military personnel, also designating the types of machines that were to be built, and inspecting and passing upon the completed machines. There was still no centralization. The Secretary of War met this criticism by appointing Mr. Ryan Assistant Secretary of War and Director of Aviation, giving him complete authority, not merely over aircraft production, but also over personnel, types, inspection and everything else pertaining to the air service.

Mr. Ryan, from the moment he took charge, made no move until he had thoroughly studied the situation. He first obtained a history of everything that had been done by his predecessors, their methods, and the methods of the organization they had provided. He studied the men whom he found around him, the engineers, the lawyers, the production experts, the contract specialists, and the purchasing and supply agents. He studied them and their methods to find where they were weak and where they were strong. When he became thoroughly familiar with the way things were done at headquarters in Washington, he began to visit the airplane and motor factories throughout the country.

Some of the airplane manufacturers have commented upon Mr. Ryan's methods. He rarely went through a factory as the usual visitor goes through it. He first ascertained the character of the organization. Then he studied the manner in which the raw materials are introduced into the factory and inspected, next taking up the first processes of manufacture, following the work through until he reached the airplane in the finishing stages. Then he studied the testing methods, watching trial flights, and talking with the pilots after they had finished. He even went to the factories where jigs, tools and machinery are manufactured for use in airplane factories.

After Mr. Ryan had visited most of the important factories, he decided to go to the very beginning of the airplane program. The principal material used in the manufacture of airplanes is spruce. The spruce trees are found mainly in Oregon and Washington and the adjoining States. His trip to the West was unheralded. He had made few statements, and no predictions. His theory was that the American people were interested in results and not in promises. He had reorganized the methods of doing business in the Washington headquarters; had stopped the incessant and trivial changes in the specifications; had given orders for the duplication of certain well-established types of airplanes and motors in use in France, without in any way interrupting the quantity production of Liberty Motors. The reforms he had already put into effect later called forth this comment from the Senate Committee:

We failed at the beginning of the war to adopt the common-sense course of reproducing the most approved types of European machines in as great numbers as possible. This should have been carried on



JOHN D. RYAN

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coincident with the production of the Liberty Motor. This sound policy has very recently, but after a lamentable lapse of time, been adopted.

Mr. Ryan, however, was not satisfied with the changes he had wrought in organization and methods in Washington. One of his characteristics is an insatiable thirst for first-hand information about whatever job he has in hand. He had obtained full information with reference to the spruce situation, which is the very basis of the production of airplanes, but he wanted to study that situation on the ground. He decided to spend three weeks in the West.

In the spruce region, he found Col. Disque, U. S. A., on the job. Col. Disque is an official who established a reputation as a fine executive in charge of a Federal prison, where a great deal of manufacturing work is done. He had offered his services to the army at the beginning of the war and was put in charge of the spruce situation of the airplane program. Mr. Ryan's enthusiasm over the work of Col. Disque is one of the evidences of his genius for organization. He would rather come into contact with a man who is doing a job well than read columns of praise of some of his own work. That's the kind of man he is.

Col. Disque, assuming charge of the spruce situation shortly after the beginning of the war, found the labor situation demoralized. It was hard to get the spruce cut and, once cut, it was hard to get it out. Many of the workmen would quit without notice. It was hard to perfect a working organization. Col. Disque, in meeting the situation, announced the formation of a Loyal Legion of Loggers and Lumbermen. He made a few statements, explaining the imperative need for steady delivery of spruce wood if the airplane program was to be successful. He had pledged printed for the Loyal Legion. In a relatively short time 126,000 Americans signed a pledge to work continuously in getting out the spruce, leaving the entire question of wages and hours to Col. Disque. All the owners of the lumber, and the owners of the saw-mills, signed a similar agreement. There has been no labor trouble of any kind since. The workmen have their heart in the work because they realize the significance of it.

In addition to the 126,000 loggers and lumbermen, close to 26,000 soldiers are utilized in this one branch of the airplane industry. Mr. Ryan, who visited the lumber towns unheralded, addressed a crowd of workers numbering 15,000 in one place. Every man in the crowd was vitally interested in the Loyal Legion, appreciating the spirit that had been produced by that organization. Mr. Ryan caught the crowd by telling them of a technical difficulty that had confronted him, and how he met it. He had found in the estimates which were being sent to Congress an appropriation for the necessary expense of maintaining the organization of the Legion.

While he believed in the Loyal Legion with all his heart, he did not believe that its expenses could be carried in an appropriation bill for the airplane program. He felt that the work of the Loyal Legion was worth millions to the nation, but he did not feel that even the small sum of \$100,000, necessary for the maintenance of the organization, could be carried in the airplane bill. He told them he had gone to the President of the United States, explained the situation to him—explained that it was an extraordinary war expense—and that the President had responded to his suggestion and advanced the sum out of the emergency war fund which Congress had given him for just such unusual war emergencies. The crowd cheered the announcement in a roar of approval.

The soldiers who have been engaged in this necessary work have longed for some time to be relieved so that they might be sent to France. With equal fervor they cheered Mr. Ryan's announcement that he had obtained a promise that a regiment would be made up among them for service at the front as soon as they could be spared. And it would be a regiment of their own, and they would not be scattered.

In that western trip, Mr. Ryan lived among the workmen, getting their spirit and their atmosphere. Little things are not lost in the perception of the men who work by the sweat of their brow. It was soon apparent that Mr. Ryan was not an ordinary Washington official. He had breakfast most mornings at 5.30 or 6 o'clock and was in a car or on a horse, on his way, by 6.30 or 7. He was in the woods or on the river, or in a freight office studying transportation methods when the workmen were getting around. He studied the different spruce reserves, the quality, the cost of labor, etc., so that no airplane manufacturer entering his office in the War Department in Washington is ever likely to quote a profiteering price.

In the same thoroughgoing manner, Mr. Ryan later ascertained that at the beginning of the war linen was the only material which had proved entirely satisfactory for covering airplane wings. The fine grades from Belgium, Russia and Ireland were short. The Belgian supply was cut off altogether. Mr. Ryan found that the experiments made before he took charge had shown that American cotton airplane fabric would do as well. He has brought the production of this fabric up to 1,200,000 yards monthly, sufficient for all requirements.

With a complete knowledge of every feature of the complicated machinery needed for the construction of airplanes and airplane motors, Mr. Ryan proceeded to reorganize with the sureness that comes from knowledge. His reorganization went forward swiftly and easily, with no need of waiting for the Senate report, or for the report of Charles E. Hughes, special investigator of the Department of Justice.

The past, so far as Mr. Ryan is concerned, is closed. He now has an organization which he believes will put through the job to the satisfaction of the American people. So that all further progress shall be in complete accord with the military needs of the American army engaged in battle, Mr. Ryan is now completing the final stage of his organization job—at the scene of action in France. He left the United States in the same quiet manner in which he visited the West and for the same reason—to get first-hand information. That's the way he works, and that's one of the reasons why he is sure to give America what she wants—a powerful and effective fleet of military airplanes.

The Munitionette Speaks


By OWEN E. MCGILLICUDDY

Yes, it's hard, hard work,
Yet why should I shirk,
When the cannon never ceases?
Would it seem quite fair
To our lads over there,
Who have left us to win back Peace?

If my poor head aches,
And my back near breaks,
And my hands get rough and sore—
What is that to me,
When in dreams I can see
How our men feel the scourge of war?

No! I must not mind,
I must leave behind
All thought of what used to be;
There's work to be done,
If we beat back the Hun—
And, somehow, it seems up to me.

So with lathe and wheel,
I will shape my steel,
And forget those peaceful years;
I shall work at shells—
For each one of them tells—
And my sweat it shall ease my tears.



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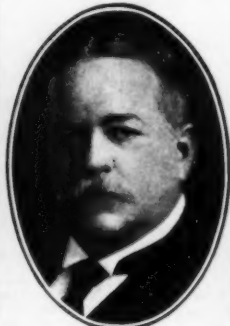
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JULIUS KRUTTSCHNITT
The eminent railroad man who was lately elected president of the Southern Pacific Co. to succeed William Sproule, who accepted the position of district director under the United States Railroad Administration. Mr. Kruttschnitt was formerly chairman of the executive committee of the company.



CHARLES H. SABIN
President of the Guaranty Trust Co. of New York, was chosen as president of the Asia Banking Corporation organized to engage in international banking in China, the American insular possessions and Siberia. Mr. Sabin is said to be "close to the top of the banking ladder of the world."

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WE are a peculiar people. One of our peculiarities is that we are too easily led and just as easily misled. In no other country has the cheap demagogue such vogue. In no other country has the yellow journal and the muckraking magazine exerted such influence. Thank heaven, this influence is rapidly failing.

Just now, everybody is swept by the patriotic wave to "win the war," and things are being done by those high in authority which would have been thought inconceivable a few years ago. The *Financial Chronicle* contemplating some of these things asks: "Is there nothing that will arouse the American people?" It refers to our supine acceptance, without protest and without demanding reasons, of governmental control of railroads, telegraphs and telephones, power plants, food and fuel.

Apathy is not the trouble with our patriotic citizens. They are bewildered. They face an adoption of a socialistic platform such as our democracy never contemplated. They observe a surrender by Congress of its authority as the legislative branch and the surrender by corporations of their right to control their own business, just as patriotic young men commendably are surrendering their comfort to enter the army, and as people generally are surrendering their money to buy Liberty Bonds.

In their bewilderment, they are talking of "a new social order after the war." It is clear to me that we shall have a new business order when we finish our job with the dirty Hun. The people of this country are learning every day. They are learning by experience. Note some of the things they are learning.

My good friend, Frank A. Vanderlip, says: "People are being taught that their real quarrel is not with the man of large wealth, but with the man of large expendi-

ture. The man who invests his capital in reproductive enterprises is helping society. Labor should realize that an increased working capital means more employment and better wages inevitably."

We are learning that great combinations of capital misnamed "trusts" came to the rescue of our unprepared Government, and by their magnitude were able to furnish guns, munitions, ships, clothing and food for our allies, and then for our own millions of soldiers at the front.

I was much interested in the recent address before the Manufacturers' Association of New Jersey, by Colonel Austen Colgate, in which he said that in his business—the soap business—there never had been a combination, or even an association, until the Government asked the soap men to form a combination. When they said this would be a violation of the Sherman Law, they were told to go ahead, and, Mr. Colgate adds: "All of the soap makers are organized for the war, and it is going to give us a little mutual understanding between ourselves instead of each manufacturer running his business, as heretofore, so as to put everybody else out of business." After the war, the people will have a new conception of the importance of big business. The Sherman law is in the discard.

We are learning that high prices are the result of natural laws of trade and not of the control of the Government by any political party. Cotton is selling at several times the pre-war price. The American Exchange National Bank of New York, after a thorough investigation, finds that farm labor now receives two and a quarter times the average of the ten years previous to the war, and that twenty-six cents a pound now is a fair price for cotton as compared with eleven and a half cents a pound before the war. Applying the same



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JOSEPH E. THOMAS & CO., Inc.
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Under this heading

"Free Booklets for Investors"

on the opposite page, you will find a descriptive list of valuable booklets and circulars of information which will be of great value in arranging your investments to produce maximum yield with safety. A number of them are prepared especially for the smaller investor and the "beginner in investing."

rule, it finds that \$2.20 a bushel now is a fair price compared with a little over 90 cents in the ten-year period before the war. With wheat—which means flour and bread—at double the former price, and with cotton—which means clothes—at three times the price, we may as well accustom ourselves to the higher cost of living. It is here to stay for a while.

And we shall have a new idea of subsidies for American ships after we get our new ships at an expense of billions of dollars. We reflect upon the fact that we were so idiotic a few years ago as to refuse an annual subsidy of only \$5,000,000 a year to encourage our shipbuilders. When the sufferers from drought in a part of Texas appeal to the Government for \$50,000,000 to relieve their distress, how paltry \$5,000,000 a year to revive American shipping looks!

We are all beginning to think. We are realizing the vastness of our country; its riches; the dependence of one section upon another; the close relationship of labor and capital and the rare opportunities for investment which our own securities offer.

We have learned to be more frugal, to be more industrious, and to utilize our surplus, as all the wealthy and prosperous kings of finance do, in buying securities.

With twenty million investors in Liberty Bonds, the fear of Wall Street has faded away and denunciation of the banker is no longer heard. I am glad to notice that the National City Company announces that it plans to establish an office on Fifth Avenue, the most popular highway in the world, where an investor with a few hundred or a few hundred thousand dollars can "step in and buy bonds with as little trouble as he would have in buying gloves." And there will be more buyers of bonds in this country, before the war is over, than there will be buyers of gloves. Every family here, as in France, will have quietly stowed away some good securities, earning an income day and night.

Gates McGarrath gave an Irish tip to the market when he warned speculators that the bankers would cut off their supply of money if they undertook to start a bull market. My eminent banking friend need not worry. The people who are buying securities these days are not borrowing from the banks to any great extent. They are investing their savings, and doing so because they realize that they have never had a better opportunity for profitable investment than at current prices.

I still believe that many bargains are to be had at this time. The quiet accumulation of the best securities confirms this belief.

M., HAMMOND, IND.: Glenrock Oil cannot be called "a good investment." The company has prospects.

B., NEW YORK CITY: While Bethlehem Steel Common is a good business man's purchase the 8 per cent. pfd. is a safer security in which to invest your \$3,000.

M., DILLON, S. C. The Cities Service pfd. offering by Henry L. Doherty & Co. is attractive and reasonably safe. The common stock of the company is selling as high as \$200.

H., MARTINS FERRY, OHIO: Wright-Martin pays no dividend as yet, though the pfd. has good prospects, and as the issue is small it is cheap around 70. The dividends paid by U. S. Steamship, Anglo-Amer. and Midvale appear at present to be assured.

M., NEWARK, N. J.: All classes of bonds months ago suffered a marked decline, and though there has since been some recovery, senior securities are still on the bargain counter. The Government's attack on the packers did not help the market price of the securities of those great concerns. Wilson 6's are regarded as safe.

H., CLARION, PA.: Chile Copper is not an investment, but a long-pull speculation. A widow can safely invest \$3,000 in such short-term notes as Amer. Tel. & Tel. 6's, B. & O. R. R. 5's, Beth. Steel Corp. 7's, Can. Pac. R. R. 6's, Del. & Hud. 5's, Gen. Electric 6's, N. Y. C. 5's, Southern Railway 5's or Westinghouse 6's.

R., CLEVELAND, OHIO: President Vail and many financial men consider the American Tel. & Tel. 8 per cent. dividend safe. Earnings justify this view. American Shipping pfd. is a good business man's purchase at 90. The stock is non-cumulative and I would prefer cumulative stock paying the same dividend, such as American Woolen pfd., Corn Products pfd., or Crucible Steel pfd.

C., TORONTO, CANADA: A reverse to the Allies might cause a reaction in the price of City of Paris 6's, but if the Allies continue to push back the Huns the bonds should hold firm. B. & O. first 4's are very well secured and attractive around 74. Atchafson pfd. is an excellent investment at present price.

Anglo-Amer. is prosperous, and the stock has prospects of gradual appreciation.

M., DANVILLE, ILL.: You can invest your \$5,000 so as to secure 7 per cent. or more by purchasing stocks like Amer. Woolen pfd., Amer. Locomotive pfd., Corn Prod. pfd. (at par), Bethlehem Steel 8 per cent. pfd., Amer. Car & Foundry, Southern Pacific, Union Pacific or Great Northern pfd. White is one of the best motor stocks, and, with those issues previously mentioned, is reasonably safe.

G., LOS ANGELES, CAL.: Penn. R. R. stock still appears reliable and safe, as the dividend is likely to be maintained. The Association of investors organized by Nathan L. Amster, of Boston, should be helpful to owners of railroad securities. It publishes a newspaper which keeps its members posted on railroad matters, and it affords a means of united action for railroad stock and bond holders when their interests are in danger.

D., NEW YORK: Opinions differ as to the effect of peace on the steel trade. If the tariff is not restored, foreign competition may become severe. On the other hand, it is predicted, there will be for some years after the war so heavy a demand for steel for rebuilding that the industry will continue to thrive. In view of the uncertainty of the future, Gulf State Steel is a good business man's investment rather than strictly an investment.

M., ELBA, N. Y.: The statement of the Garford Motor Truck Company makes an excellent showing. The pfd. seems a good business man's purchase, though I would rather have American Woolen pfd. or Corn Products pfd. paying the same rate of dividend. Both Southern Pacific and Chicago & North Western common are among the desirable railroad stocks. Their yields at present prices are not very far apart. The Southern Pacific's recent report of earnings makes its securities very attractive.

D., PHILADELPHIA, PA.: Of the stocks recommended to you, Midvale is the best. The company's earnings are large, it pays a liberal dividend and the stock has speculative possibilities. B. & O. common might better be left alone until the uncertainty regarding its dividend is ended. Penn. R. R. is a good business man's purchase. Submarine Boat is highly speculative. Outsiders can only guess at the company's earnings. U. S. Steel preferred is a safer war-time purchase than any of those mentioned above.

B., KANSAS CITY, MO.: The quarter ended June 30 last was the first in more than a year to show profitable operation for the Saxon Motors Co. The improvement, it is said, continues. Lately the company arranged for a two-year extension of notes aggregating \$2,700,000. The stock seems to be a fair long-pull speculation. Willys-Overland, which is a dividend payer and has speculative possibilities, is a better purchase. The leading railroad stocks are selling at attractive figures for those who can hold them until after the war.

M., BLACKWELL, OKLA.: As the legal interest rate in Washington and Oklahoma is high, it is possible to pay 7 per cent. interest on real estate bonds in those sections. The only question is, are the bonds properly secured? Both the companies you inquire about are in good repute. You might diversify your investment of \$2,000, putting some of it into real estate bonds and some into such stocks as Amer. Woolen pfd., Corn Products pfd., Bethlehem Steel 8 per cent. pfd., or U. S. Rubber 1st pfd., all yielding 7 per cent. or more on present price.

W., LOUISVILLE, KY.: The so-called "gilt-edged" bonds yield from 5 to 6 per cent., but here are reasonably safe issues making a higher return: Colo. Industrial Co. first mtg. 5's, C. & O. conv. 4½'s, St. Paul conv. 4½'s, So. Rwy dev. and gen. 4's, Rock Island ref. 4's, St. L. & San Fran. prior lien 4's, and Chicago & G. W. first 4's. West Penn Traction Company is part of the American Water Works & Electric Company system, but Toledo Traction Light & Power Company is controlled by the Cities Service Company. The bonds of the two subsidiary companies may be classed as good business men's investments.

E., NEW YORK: Better hold Miami, Northern Pacific, Inspiration and White Motors than to sell at a serious loss. They are safer than Tonopah Extension, a non-dividend payer, United Eastern and Cresson, dividend-payers, or Boston & Montana not a dividend-payer. Midwest Oil pfd. and Anglo-American are dividend payers and good business men's purchases, but Midwest common pays no dividends. United Magma does not appear to have had much development and is still only a prospect. I do not advise taking the cash value of your insurance policy and investing it in oil or mining stocks. The money is safer where it is.

L., BELLEVILLE, ILL.: If the war continues the aircraft companies of the first rank like Wright-Martin will be kept busy on profitable contracts. Wright-Martin common has a good speculative outlook, but Anglo-American Oil is much nearer an investment. By investing \$100 a month, you could buy outright or on the partial payment plan a good variety of bonds. Here are some \$100 issues which are well-regarded: St. Paul conv. 5's; and St. Paul conv. 4½'s; N. Y. C. conv. deb. 6's; Northern Pacific prior lien reg. 4's; Northern Pacific gen. lien reg. 3's; Seaboard Air Line first con. 6's; So. Pac. San. Fran. term. first 4's; Virginia Rwy first 5's; American Tel. & Tel. col. tr. 5's; Montana Power first and ref. 5's; American Smelt. first 5's; Beth. Steel first and ref. 5's; Central Leather first reg. 5's; U. S. Rubber first 5's.

NEW YORK, September 14, 1918. JASPER.

Free Booklets for Investors

First mortgage loans of \$200 and up, bearing 6 per cent. interest, are recommended by Perkins & Co., Lawrence, Kansas, in business for 36 years. Ask for the firm's loan list No. 716.

The latest information regarding Curb securities

can be obtained of L. R. Latrobe & Co., 111 Broadway, New York. The firm deals in stocks on the cash-in-full or margin basis, and the partial payment plan.

Reliable information, and sound interpretation of the effect of events on the business and financial situation, may be found in the authoritative weekly, the "Bache Review". Copies sent free on application to J. S. Bache & Company, members New York Stock Exchange, 42 Broadway, New York.

Aurelius-Swanson Co., Inc., 28 State National Bank Bldg., Oklahoma City, Okla., recommends 7 per cent. first mortgage bonds based on improved farms in Oklahoma. The firm states that it has loaned over \$3,000,000 without loss to investors. The bonds are in denominations of \$100 to \$1,000. Correspondence is invited.

Slattery & Co., Inc., investment securities, 40 Exchange Place, New York, have prepared a useful financial library for the convenience of investors. They will supply, without charge, six of the volumes, covering silver, tobacco, steel, oil, powder and 5 and 10 cent stores stocks. Apply to the company for "Re: offer 78 D."

The purchaser of a \$100 bond gets as safe a security and the same per cent. of yield as if he bought the larger bonds of the same company. These baby bonds may be acquired easily on the partial payment plan. A list of excellent offerings of \$100 bonds may be had of the well-known house, John Muir & Co., specialists in odd lots, 61 Broadway, New York.

The first mortgage 6 per cent. serial bonds safeguarded under the Straus plan are regarded as securities of solid worth. They are issued in denominations of \$100, \$500 and \$1,000. An interesting little volume, "Safety and 6%," and a list of offerings of these bonds may be had by writing for booklet No. H-803 to S. W. Straus & Co., 150 Broadway, New York, and Straus Bldg., Chicago.

The Texas Company is one of the strongest of the independent oil organizations. It does its own producing, transporting, refining and distributing, and its earnings are very large. The investment merit of the company's shares is clearly set forth in "Special Review L. W.," which will be sent on request by E. W. Wagner & Co., members of New York Stock Exchange, 33 New Street, New York.

The prudent investor is eager for information from every reliable source. The Babson Service supplies facts and deductions which help investors to anticipate future prices and to tell whether a stock market rise is likely. For guesswork it would substitute a definite policy based on fundamental statistics. Send for particulars to Dept. K-2, Babson's Statistical Organization, Wellesley Hills, Mass.

For safety and good yield Iowa first farm-mortgage and tax-free municipal bonds rank high. These securities do not fluctuate and their yield is dependable. They are in denominations of \$50 to \$1,000 and may be bought on the partial payment plan. This is more fully set forth in a free book, "Iowa Investments No. 153 C," which may be obtained on application to the Bankers Mortgage Company, Des Moines, Iowa.

The rapid growth of Seattle, the metropolis of the Pacific Northwest, is creating many investment opportunities there. Among these are the 7 per cent. bonds, in denominations of \$100 to \$500, secured by a building in the central business section and offered by the Northern Bond and Mortgage Company, 808 Third Avenue, Seattle, Wash. The company will, on request, mail further information, with photographs and literature.

The Cities Service Company is one of the largest and strongest of our oil and public utility corporations and its stocks are well regarded. The preferred stock offers a particularly inviting investment opportunity, as 30 shares, bought for about \$3,800, provide an income of \$25 a month. The company pays dividends monthly and makes monthly earnings statements. For complete information write for Circular LW-90 to Henry L. Doherty & Co., 60 Wall Street, New York.

The successes of the Allies on the western front have excited keener interest in the so-called peace stocks. Many believe that present conditions forecast a season of activity and higher prices in the stock market. A special letter on the peace stocks has been prepared and will be mailed to all applicants by E. M. Fuller & Co., members Consolidated Stock Exchange, 50 Broad Street, New York. The firm will supply these securities on the 10-payment plan. Write to it for Letter L-9 giving full particulars.

The graphite industry has experienced great development during the past few years, and further expansion is looked for. The possibilities of this industry are explained in an interesting article printed in "Security Suggestions," published fortnightly by R. C. Megargel & Co., members of New York and Chicago Stock Exchanges, 27 Pine Street, New York. The publication discusses important financial matters, and Nos. 12 and 13 carry articles of timely value. To get the firm's free booklets write for 20-D.

Short-term notes of prosperous corporations are in wide demand, because they are safe and make splendid returns. Among the latest attractive issues of this class are the Timken-Detroit Axle Company's 7 per cent. serial gold notes, dated June 1, 1918, due June 1, 1919-20-21. These notes are offered by the responsible National City Company, National City Bank Building, New York. The Timken-Detroit Axle Company is the world's largest manufacturer of motor vehicle axles. The notes are the company's only obligation in the public's hands; the company's net assets exceed three times the amount of the notes; the company guarantees the priority of these notes; and the average net income for the last three years was more than nineteen times the interest on the notes. The price of the issue will be furnished on application. A list comprising this and other attractive securities will be sent by the National City Company, on request for L93.

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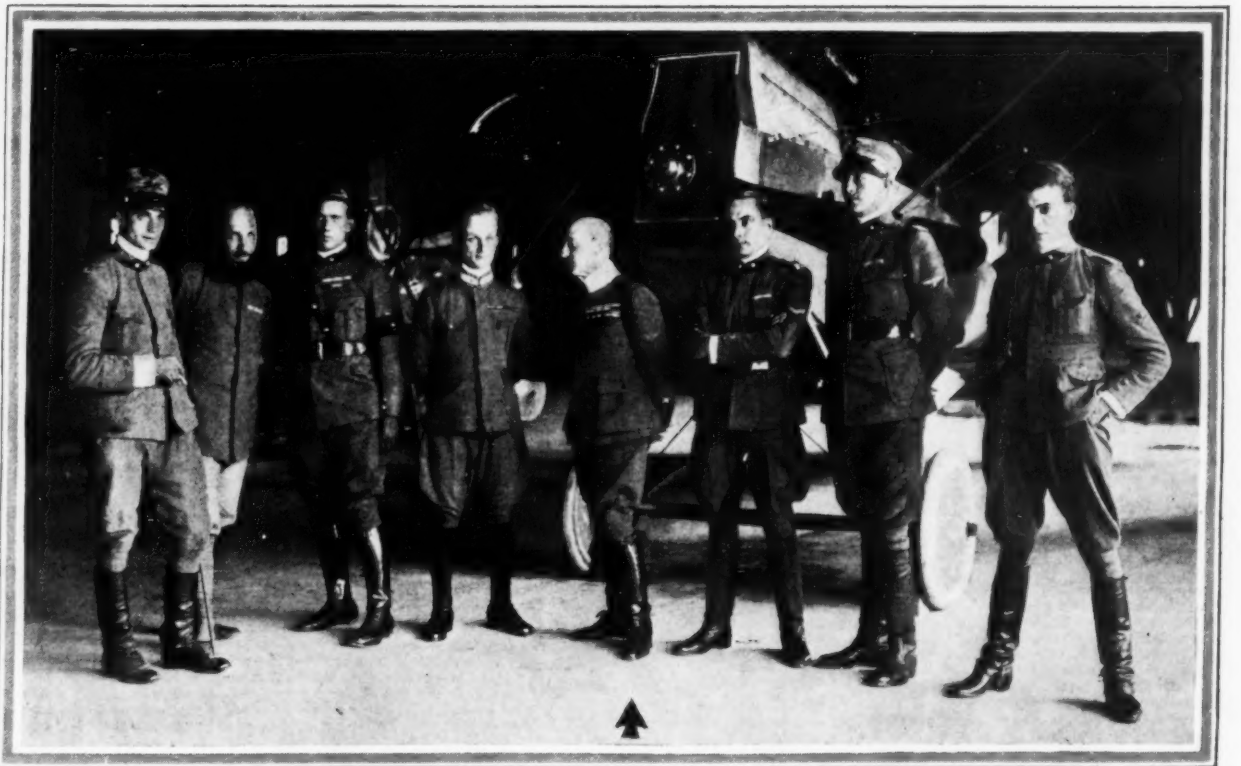
D'Annunzio's Message *to the* Austrians

Photographs from JAMES H. HARE, Staff War Photographer



A squadron of Italian aviators under the command of Gabriele D'Annunzio, famous poet and now the idol of the Italian army, bombards Vienna with leaflets instead of bombs. The air is filled with the leaflets printed in German on the red, white and green of Italy. In the center of the picture stands the Cathedral of St. Stephen, the most famous building in Austria, and the world-famous modernized Graben stretches away below to the Burg or Imperial residence. Each leaflet dropped carried a message to the people that it would be just as easy for the Italians to drop tons of bombs on the city as hundreds of leaflets, but the Italians are not warring on townspeople, women and children, but only against the selfish autocracy which enslaves its own people.

D'Annunzio surrounded by aviators who aided him in bombing Vienna with leaflets.



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and that's what you'll say, too, when you see

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- A Pronouncing Dictionary of Scripture proper names and place in the Bible where found.
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Cover the right half of this picture
and see a man with whom coffee
disagrees. Cover the left half and
see — there's health and comfort in

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